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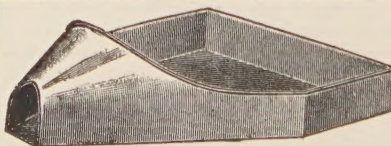
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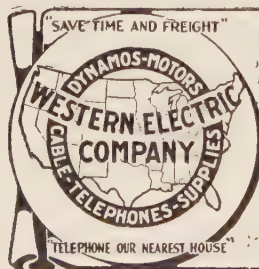
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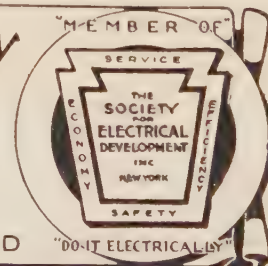


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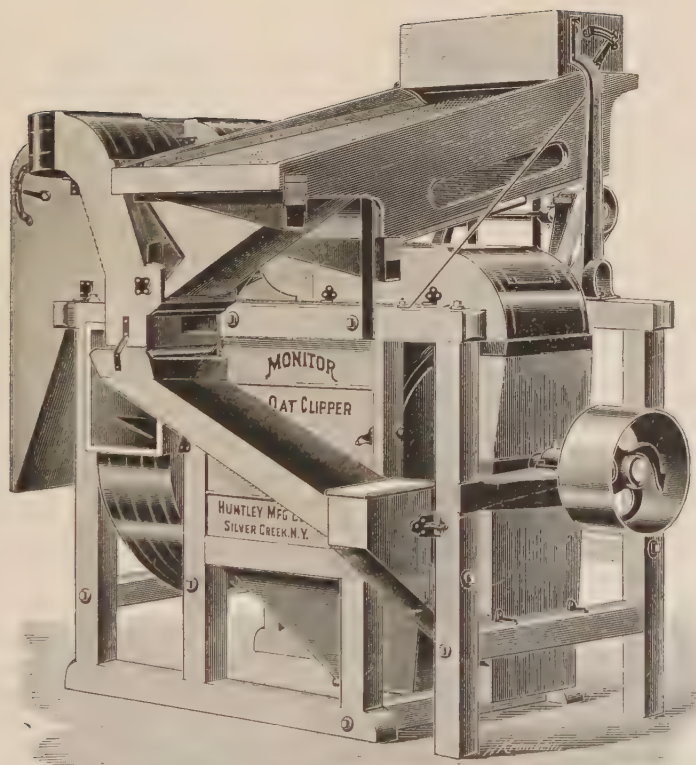
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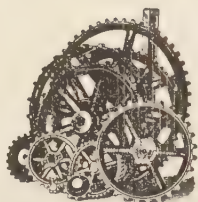
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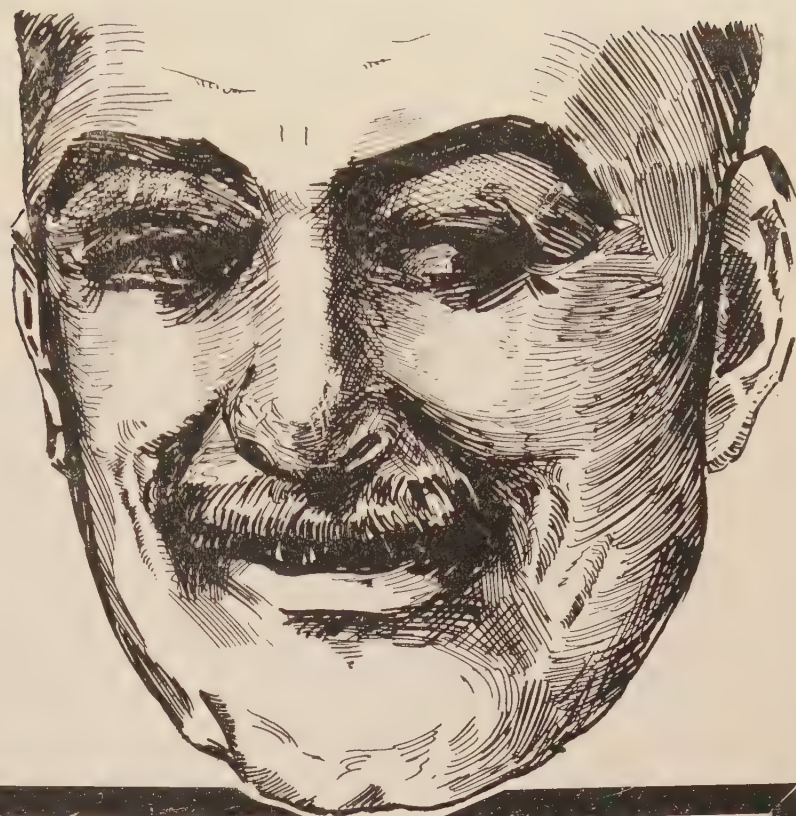
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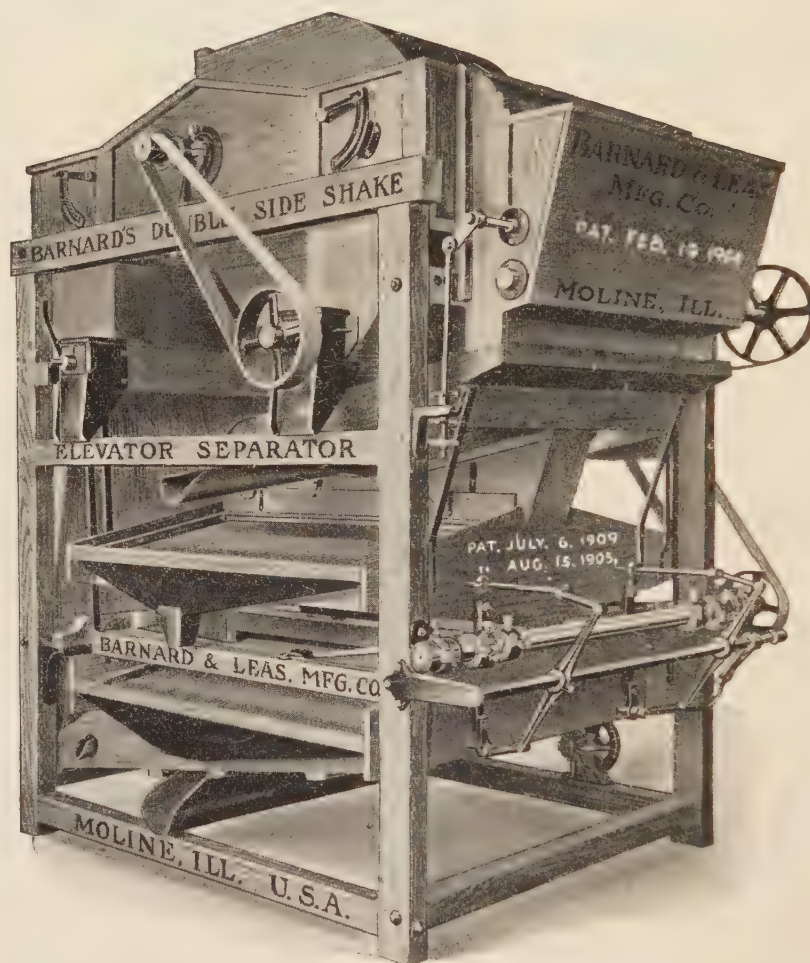
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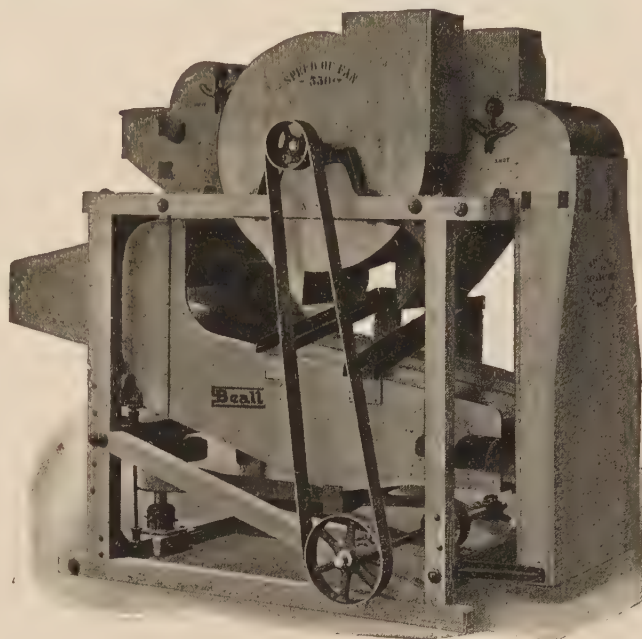
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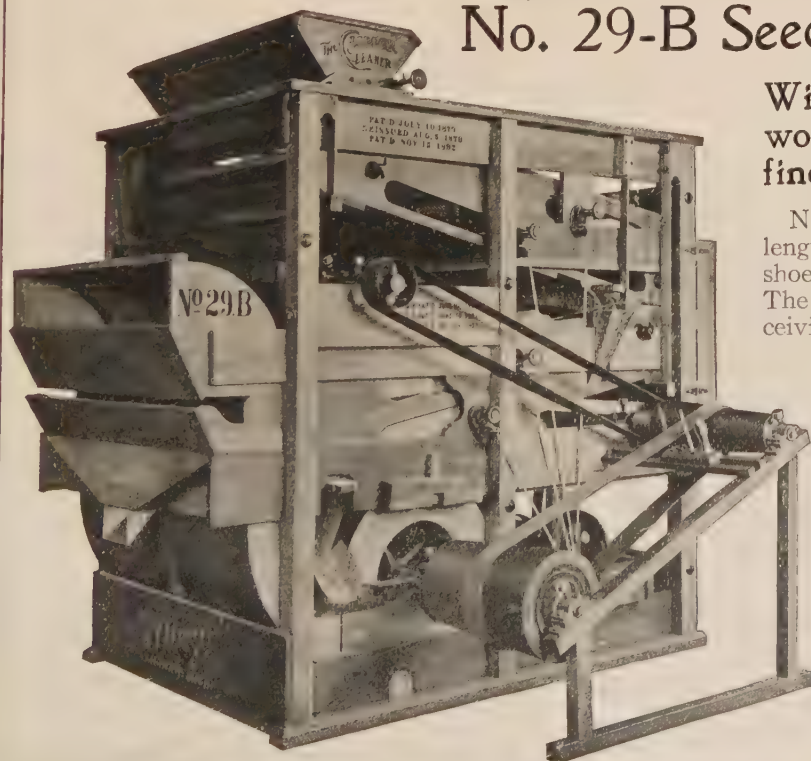
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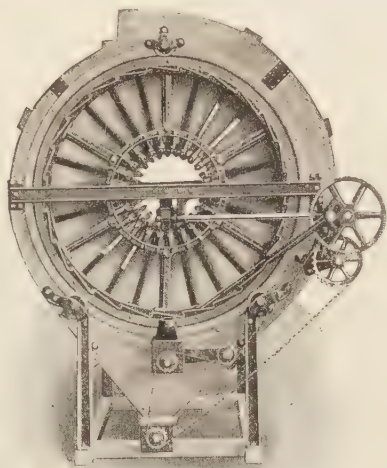
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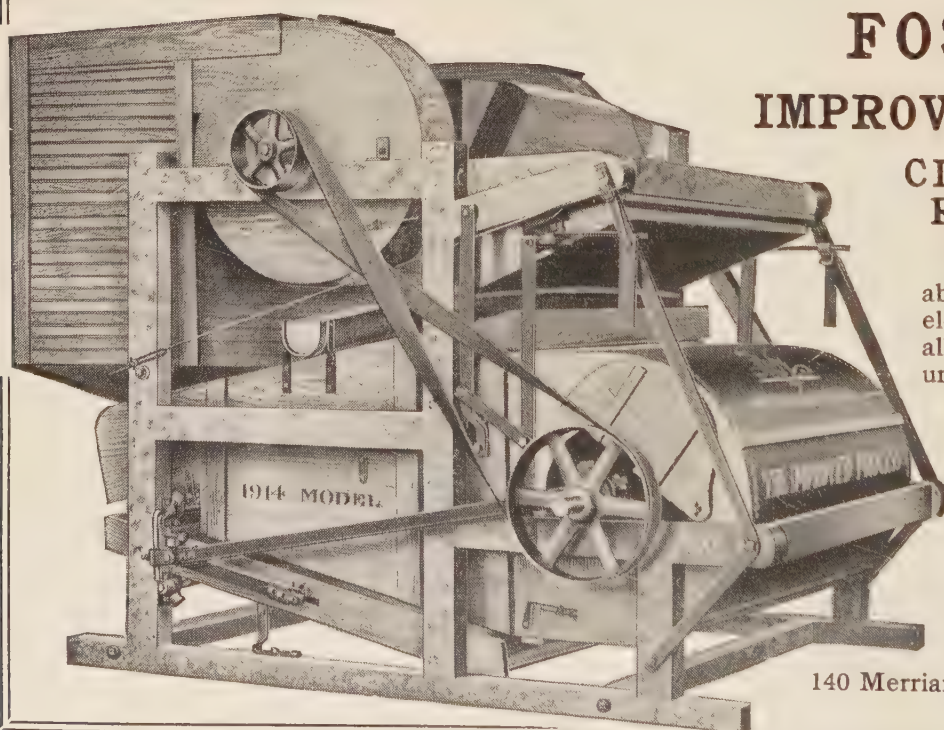
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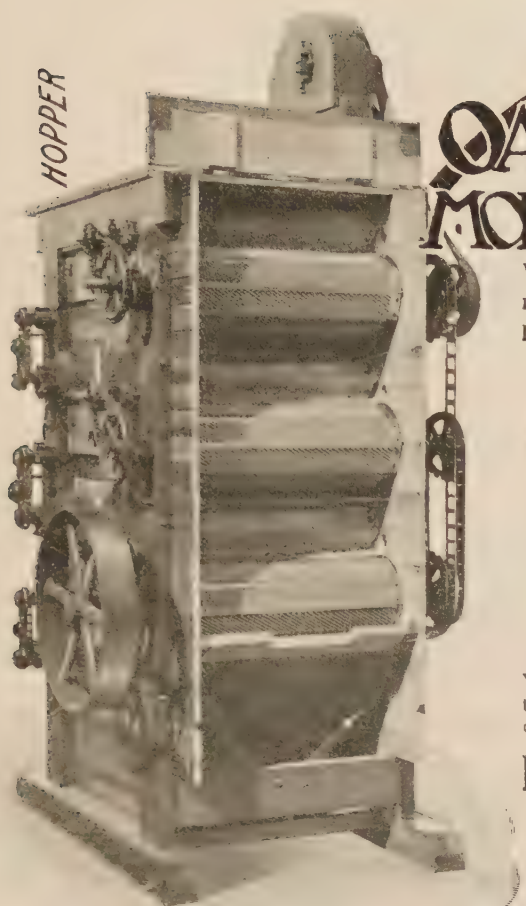
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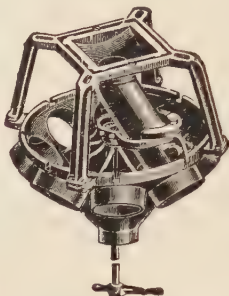
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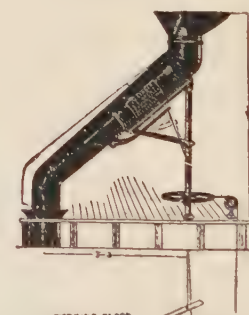
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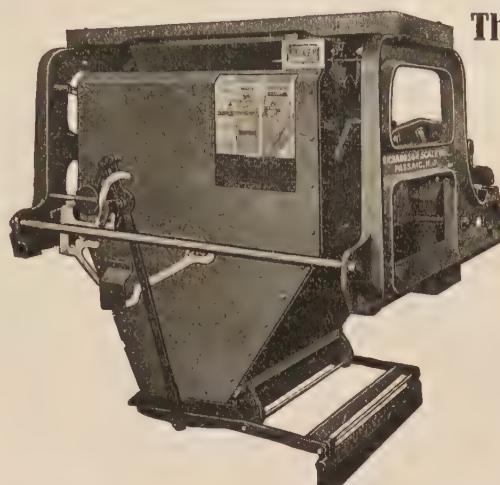
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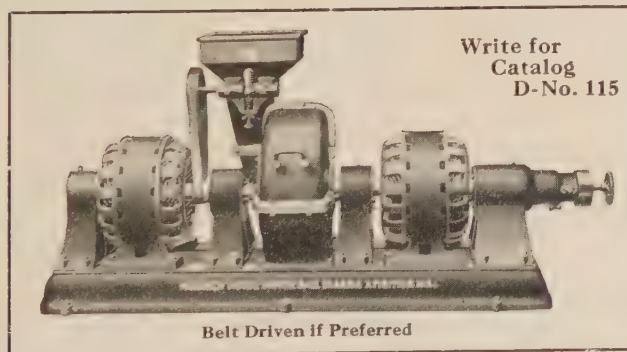
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Grain Dealers Journal

CERTIFICATE OF WEIGHT

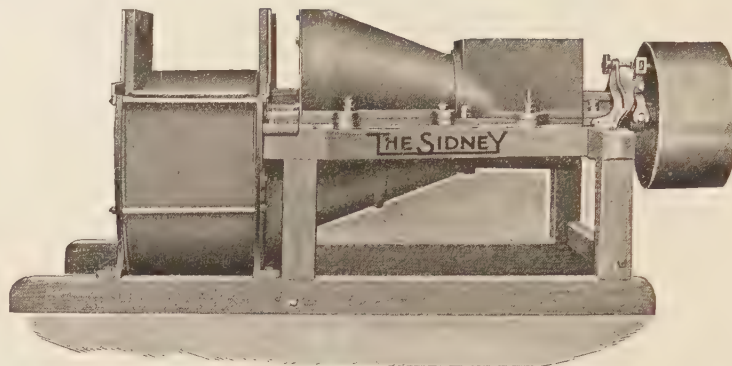
FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

THE SIDNEY

CORN SHELLERS



The Sidney Corn Sheller and Elevator Boot Combined.

MR. GRAIN DEALER:

If you handle corn you should know all about the Sidney Line of Corn Shellers. and then if you are going to install a new sheller to take care of the coming crop you will know just where to buy, as every elevator man that is acquainted with the Sidney Line just sends in his orders to

THE PHILIP SMITH MANUFACTURING COMPANY

SIDNEY, OHIO

Manufacturers of

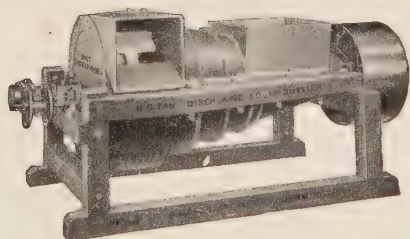
Shellers, Cleaners, Drags, Dumps, Manlifts, Etc.

WESTERN WAREROOM: Enterprise, Kansas.

Complete catalogue mailed upon request.

U. S. CORN SHELLER

Hard to break—Easy to Repair
Always Satisfactory

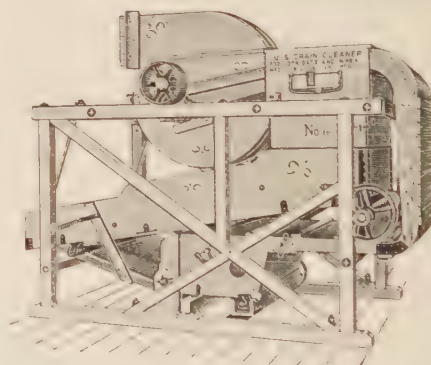


Of course you want higher prices for your Corn, Oats and Wheat! To get them you should have both these machines; a Sheller which is perfection and a Cleaner which is easy to install and operate. No vibration. Saves all the grain and removes the stuff that spoils the grade.

Let us figure with you on the best

B. S. CONSTANT MFG. CO., Bloomington, Illinois

U. S. CORN CLEANER



Also Oats, Wheat and Barley

Public Confidence

in the Honesty of Your Scale
is a Great Business Help

It is just as important to have your customers feel sure of the correctness of weights as for you to know that they are accurate. The name "Fairbanks" on a scale creates confidence because it has everywhere a reputation built by years of accurate weighing. Let us tell you about the correct principles—the careful construction—that have made Fairbanks Scales what they are.



Fairbanks, Morse & Co.

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St. Paul

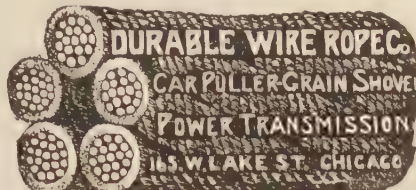
(550-48A)

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Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
4 Chippewa Ave. South Bend, Ind.



Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.
TULLAR ENVELOPE CO.
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"International Feeds Fill International Needs"

You Profit by Present Remarkably Low Prices

Prices on International Feeds are right now at rock bottom. You can make a good healthy profit by ordering as big a supply as possible for September and October shipments. Shrewd International dealers have *always* increased their profit by ordering for September and October shipment for Fall and Winter needs. Don't delay. Get your order in *today* and receive *your share* of the profits. Remember! Present prices are *guaranteed* against decline in our quotations at date of shipment.

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Here's the complete list. Read it over:

Dan Patch Special Horse Feed—A World's Champion Horse Feed formulated and endorsed by Mr. M. W. Savage, owner of the World's Champion Pacing Horse, Dan Patch 1:55.

International Special Dairy Feed—A ready ration for dairy use. Costs less than ordinary grain feed. You cannot buy a better milk-producing ration than International Special Dairy Feed.

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International Sugared Hog Feed—A concentrated feed for mixing with grains. Fattens hogs rapidly, makes pigs grow, keeps them healthy.

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International Poultry Feed—A scientific blending of wheat, corn, oats, barley, Kafir-corn, sunflower seed. Increases egg production and keeps fowls in healthy condition.

International Chick Feed—The best feed ever put up for chicks. A sure seller—a sure repeater.

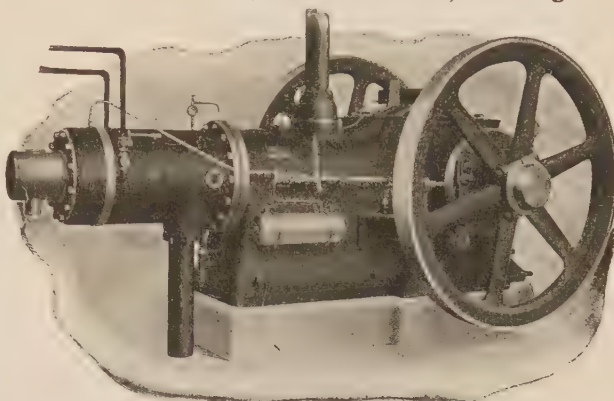
International Calf Meal—A complete and cheap substitute for milk. Grows calves at a low cost without milk.

Don't put this paper down and say "Some day I'm going to write to the International Sugar Feed Company and ask them all about their line of feeds." *Talking* won't get you the money—it's *action* that counts. Write for the facts—today.

International Sugar Feed Company

Dept. G.C. Minneapolis, Minn.
Mills at Minneapolis and Memphis (27)

Save 1-2 to 3-4 of Your Fuel Bill Install a Muncie (Crude or Fuel) Oil Engine



A Simple Self-Igniting Semi-Diesel Engine Operating as smoothly as a steam engine, Using for Fuel black, unrefined oil (Residum) costing 2 to 4 cents per gallon delivered.

10 YEARS OF HARD SERVICE HAS DEMONSTRATED

That The MUNCIE will stand up under hard service.
That it is **durable** and **reliable**.
That no engine can operate on **cheaper** oils.
That it requires the **minimum** of attention.
That it operates at **less** total expense.
That it is the **simplest** and **strongest** engine made.

YOU SHOULD BUY A MUNCIE BECAUSE

It does not corrode.	Starts on Oil.
It is a real oil engine.	Vital Parts enclosed.
It has no trappy attachments.	Water Cooled Bearings.
It is automatic throughout.	Air Self-Starter.
It is the logical engine.	Special electric types.

SINGLE UNITS 10 to 100 H. P.

Write for catalogue

MUNCIE OIL ENGINE CO.,

Muncie, Indiana

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN TABLES, SHIPPING BOOKS, CIPER CODES, GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

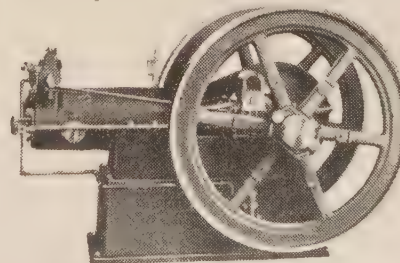
THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Lauson Kerosene Engines

embody new ideas in the cheap fuel carburization, the satisfactory use of which has been the hardest problem of the Gas Engine builders for the past five years.

You may be able to buy an Engine that is cheaper than the Lauson Kerosene Standard Stationary, but the reliability won't be there.



It won't have that lasting Economy of Operation—that Ability to stay on the job 365 days in the year and 24 hours a day that characterizes every Lauson Engine.

There is a reason behind Lauson Reliability and Low Cost of Up-keep, namely: Design, Material and Workmanship. It is a question of better Quality, perhaps not noticeable at first, yet Quality that shows in Years of Extra Service. It is Worth the Difference.

Lauson Kerosene and Distillate Engines are built in sizes from 6 to 100 H. P., hopper or tank cooled. Gasoline Engines in all sizes.

Write for our large Catalog. The closer you investigate the Lauson the surer you are to buy one.

The John Lauson Mfg. Co., 65 Monroe St., New Holstein, Wis.

\$2.00 is the proposed charge for spotting cars.

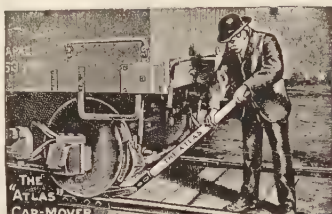
SAVE this much and more by buying an

ATLAS CAR MOVER

PRICE \$5.00

One man with an ATLAS can easily move a loaded car.

Address



APPLETON CAR MOVER CO.
APPLETON, WIS.

Use the NEW SCHULTZ FRICTION CLUTCH

If you want the BEST. Neat in design, strong in grip, and easy to adjust. Successfully operated on all kinds of machinery. Simple, dependable, economical.

Everything in Transmission and Conveyors

Get the S. & S. Catalog.

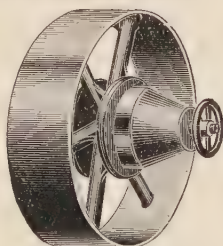
A. L. SCHULTZ & SON,
1677 Elston Av., Chicago, Ill.



SAFETY FIRST

Every gasoline engine in grain elevators should be equipped with our Friction Clutch Pulley.

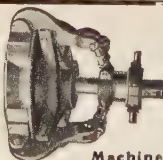
Putting belt on after engine is started is a dangerous operation.



HAVANA DOUBLE GRIP FRICTION CLUTCH PULLEY.

For circulars and prices write

HAVANA MFG. CO., Havana, Ill.



DON'T PAY TWO PRICES for a Friction Clutch
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind

Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Gen'l Sales Agent

617 Railway Exchange Bldg., CHICAGO, ILL.



The Loading Spout of

The Mattoon Car Loader AND GRAIN CLEANER

continuously travels in a hemisphere and guarantees even loading at all times.

The steady force of a fair blowing the grain through the spout separates the lighter chaff from the grain and separates the dirt and grain. The clean grain is loaded in the car, the chaff is carried off by the open air.

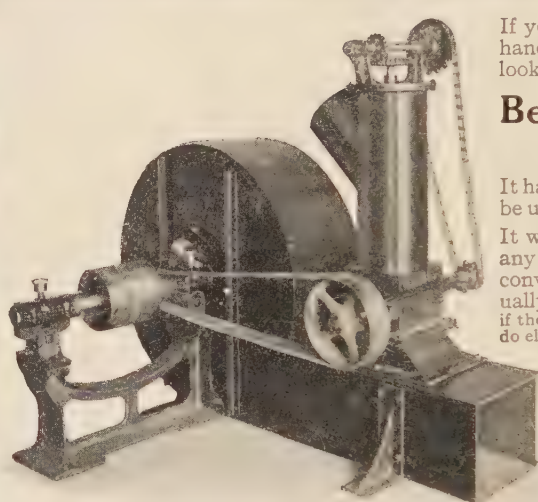
We ask you, for our mutual benefit, to investigate the Mattoon Car Loader.

We get the order and you get top price because of the cleaner grain you ship.

MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS



Hundreds of users testify its worth and a trial installation proves it.



If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor

It has a positive force feed that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars just as effectually several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles.

It will trim the largest boat to the fullest capacity quickly and effectually. It will deliver the material where desired. For more information write for catalog No. 5 to

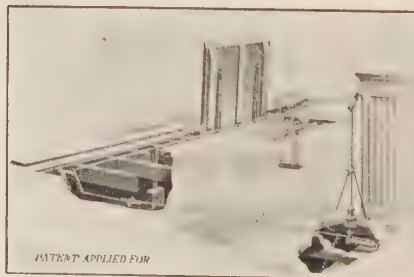
Bernert Mfg. Co.

759 33rd St., Milwaukee, Wis.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

THE "B. W." DUMP DOOR OPERATOR



Opens the door to the pit by a movement of the wrist. Eliminates stooping and straining. Saves time and steps.

When you open the door, think of the "B. W."

Write for Descriptive Circular.

Barstow - Warner Co.

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C. H. Birchard
CONTRACTOR FOR **Grain Elevators.**

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG., CHICAGO, ILL.

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Designing and Constructing Engineers
GRAIN ELEVATORS
Railroad and Harbor Structures
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R. M. Van Ness Construction Company
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
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THE
STEPHENS
Engineering Company
Designers and Builders
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**This space
is yours**
If you are the first to apply for it

FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.

Some build more—
None build better
GRAIN ELEVATORS
than Cramer
Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

Morley Bros., Haden & Plott
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Finton Construction Co.
Builders of
RE-INFORCED CONCRETE **GRAIN ELEVATORS**
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FRANK KAUCHER & SON
Contractors Mills and Elevators
Wood and Concrete
ST. JOSEPH - MISSOURI

Decatur Construction Co.
Incorporated
Designers and Builders of **GRAIN ELEVATORS**
COAL HANDLING PLANTS, WAREHOUSES, ETC.
Correspondence Solicited
510-512 Wait Bldg. DECATUR, ILL.

TIME SAVED IS MONEY EARNED
Elevators built by Moore are time savers. Ask any owner of one
W. S. MOORE
Frankfort, Indiana

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle St. Chicago, Ill.

I. J. HERRING

Contractor and Builder of Grain Elevators.
20 years' experience. Estimates furnished.
HASTINGS, NEB.

HARPER CONSTRUCTION CO.
ELEVATOR BUILDERS
GENERAL CONTRACTORS
711 Grain Exchange
WINNIPEG, MAN., CANADA

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going to build or remodel? If so, write
D. F. HOAG & CO.
Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
208 Corn Exchange, Minneapolis, Minn.

CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/2 in.
No. 40 contains spaces for 9,000 cars \$1.50
No. 42 contains spaces for 17,000 cars, \$2.50
GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO

J. A. HORN FRANKFORT, IND.
624 Board of Trade Bldg., Indianapolis, Ind.
Contractor, Designer and Builder of
Grain Elevators, Mills & Warehouses
Wood, Concrete or Steel

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ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity.
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A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES
PLANS ESTIMATES
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SABETHA, KANSAS

To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

ORR BROS. SUPPLY CO.

CEDAR RAPIDS, IOWA

Engineers and Contractors for High Grade **ELEVATORS**

Let us submit plans and estimates. Very best equipment at lower prices than others.

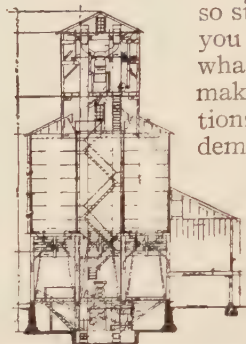
GRAIN ELEVATOR BUILDERS

WRITE the following parties, a few of the 70 we have done business with the past season. All of these will recommend us. Our patrons help us at all points.

Farmers' Elevator Co., Warsaw, Ill.
 Square Deal Grain Co., (Reinforced Concrete), Morris, Ill.
 Conway & Peters, Ackley, Iowa.
 Koons Bros., Wesley, Iowa.
 Farmers' Elevator Co., Bayard, Iowa.
 Farmers' Elevator Co., Marathon, Iowa.
 Farmers' Elevator Co., Eldridge, Iowa.
 Farmers' Elevator Co., Merrill, Iowa.
 Farmers' Elevator Co., Pocahontas, Iowa.
 Farmers' Elevator Co., Gayville, S. D.
 John Doering, Parkston, S. D.
 Farmers' Elevator Co., Grandin, N. D.
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 P. C. Aller, Drummond, Mont.

YOUNGLOVE CONSTRUCTION CO.
 SIOUX CITY, IOWA. GREAT FALLS, MONT. GRANDIN, N. DAK.

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**

Board of Trade INDIANAPOLIS, IND.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

La Salle Street,

CHICAGO, ILL.

CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.



**IF YOU CAN BUY
ONE FOR THIS PRICE
WHY PAY MORE**

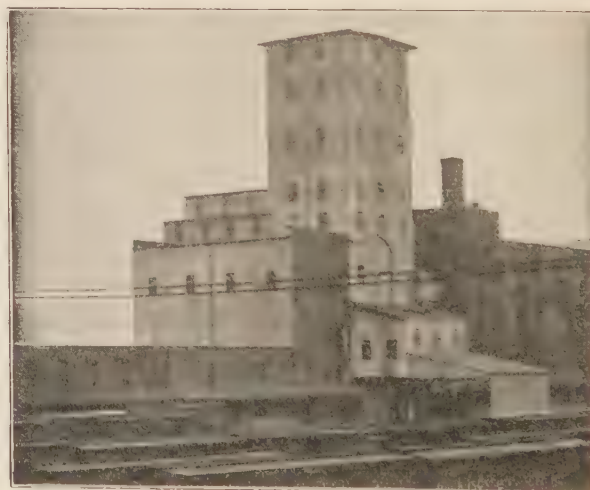
P.H.PELKEY CONSTRUCTION CO.

A. C. RYNDERS, Mgr.

WICHITA, KAN.

NOTE THE LOW COST FOR HIGH GRADE ELEVATORS

4,000 bu.,	\$1,400- \$ 2,500
6,000 bu.,	1,700- 2,900
8,000 bu.,	2,100- 3,500
10,000 bu.,	2,400- 5,000
15,000 bu.,	2,900- 5,300
20,000 bu.,	3,000- 6,750
25,000 bu.,	3,800- 8,600
30,000 bu.,	4,150- 9,000
35,000 bu.,	4,450- 10,200
40,000 bu.,	5,200 and up



Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce,

Buffalo, N. Y.

GRAIN ELEVATOR BUILDERS

GRAIN ELEVATORS, WARE- HOUSES, STORAGE TANKS, SEED HOUSES

Built of
Wood or Fireproof Material
PLANS — SPECIFICATIONS — ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON

Minneapolis :: Minnesota



When Better
Elevators are
built, Burrell
will build them

Ask those who have them.

Over 400 in use today.

**Burrell Engineering &
Construction Company**

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(Opp. Board of Trade)

708-9 Hutton Bldg., Spokane, Washington.
711 Hubbell Bldg., Des Moines, Iowa. 111 W.
North St., Indianapolis, Ind. Ft. William, Ont.

HICKOK CONSTRUCTION CO.

Successors to
L. O. HICKOK & SON

ELEVATORS
STORAGE TANKS
WOOD — FIRE PROOF
Estimates
PLANS and SPECIFICATIONS

619 FLOUR EXCHANGE MINNEAPOLIS

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

The Girard Point Elevator

PHILADELPHIA, PA.

Capacity, 1,100,000 bu.

Built by

James Stewart & Co.
CHICAGO, ILL.



The most
rapid handling
grain elevator
in America

JAMES STEWART & CO.

CONTRACTORS, DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Fl. Westminster Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices
in the following cities. Write or call on any of them

New York, Hudson Terminal Bldg. New Orleans, La., Hibernia Bk. Bldg.
Pittsburg, Pa., Henry Oliver Bldg. Denver, Colo., First Nat. Bank Bldg.
San Francisco, Cal., 709 Mission St. Canada, Eastern Township Bk. Bldg.
Canadian Stewart Co., Ltd., Montreal Fort William, Ontario, Canada
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This Fire Proof Seed Warehouse and
Grain Storage cons.ructed of Reinforced
Concrete frame with brick enclosing
walls just completed for the Courteen
Seed Company, Milwaukee, Wisconsin.

Barnett & Record Company

Minneapolis, Minnesota

Fort William, Ontario Duluth, Minnesota

Write us for Designs and Estimates

A WORD ON SERVICE

We can ship you the day the order is received any size Conveyor or Elevator Belt from 1" to 36" wide. All sizes carried in stock in 1000' rolls.

IMPERIAL BELTING CO.

LINCOLN AND KINZIE STREETS
CHICAGO, ILLS.

MANUFACTURERS OF REXALL DOUBLE STITCHED BELTING

There is a difference
between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

139 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

UNIVERSAL GRAIN CODE

For use of

Grain and Milling Trades

We recommend it. The trades endorse it.

Save telegraph toll. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7x4 $\frac{5}{8}$ inches.

Price \$3.00

GRAIN DEALERS JOURNAL

315 So. La Salle St.

Chicago, Ill.

Your Claims Against
Railroad Companies will
be collected if sent to

THURN-MARSH CO.

P. O. Box 609

LINCOLN, NEBRASKA

RELIABLE
CLAIM COLLECTORS

Grain Dealers Everywhere Are Using

THE AUTOMATIC DUMP CONTROLLER



If you're a man, who's up-to-date.
With Equipmen all first rate,
You must not forget the Dumps,
Which must settle, without Jerks and jars and Bumps—
So try a McMillin Dump Controller,
And your troubles will be over.
Your Trade will sure increase
And you'll live a life of peace.

McMILLIN ELEVATORS

If you are in need of a first class, up-to-dave Elevator, with all modern equipment, drop a line to a good Elevator builder. —one who knows what to do, how to do it, and does what he says he will, then watch his results.

WHOSE THE MAN? I'M THE MAN!

L. J. McMILLIN

Board of Trade Building

INDIANAPOLIS,

INDIANA

BOWSER FEED MILLS

GROW
HEALTHY
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



Determine the exact dockage
of every load of wheat

THE EMERSON OATS FROM WHEAT TESTER

eliminates all guesswork in dockage, and saves all the wheat.

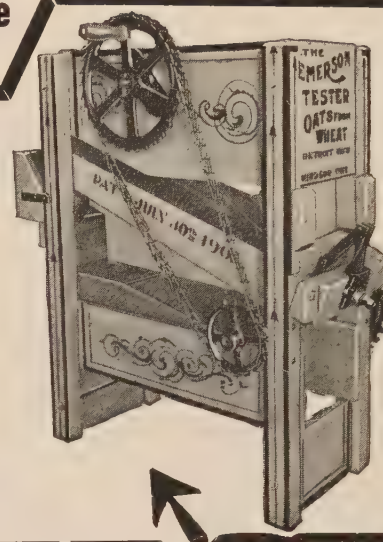
Over 1500 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars.

WM. H. EMERSON & SONS

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"The CHALLENGE Dump is the first step in the Safety First campaign."

A CHALLENGE Dump will dump wagons or standard wagons with equal facility.



No elevator proprietor that handles 50,000 bushels of grain and upwards per annum can afford to be without "The Challenge."

If you are contemplating remodeling or the building of a new dump, don't rely on your contractor to tell you what is best. Write at once to us and get further particulars and investigate for yourself.

Two men can install one set in one day. Building instructions mailed with bill of lading.

Challenge Mfg. Co.,

MORRIS,
ILLINOIS

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

N. W. OHIO elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

N. E. KANSAS, 10,000-bu. Iron Clad elevator for sale or trade, in good grain section. Will sell at a bargain or exchange for elvtr. or land in North or Central Okla. Address Seneca, Box 2, Grain Dealers Journal, Chicago, Ill.

EASTERN SOUTH DAKOTA elevator for sale; four elevators at the station; receipts, 650,000 bus. a year. Price \$5,000, easy terms. Also good coal business. Address Eastern, Box 11, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator, best location in town of 900, on Big Four. Competition of the best kind. Modern, 35M capacity. Good retail coal business in connection. Address Westchester, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Modern 75,000 bu. Illinois elevator within 100 miles of Chicago, in town of 2,000, owner by non-resident, for sale very cheap. Station handles 800,000 bus., two competitors. Address Jas. M. Maguire, Campus, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

INDIANA—Grain elevator, coal and feed business—in the Banner Corn County South of Indianapolis—doing 25,000 retail business a year—big territory—no competition. Own all the side track in town. If you want a good business investigate. John C. Young, Whiteland, Ind.

INDIANA terminal and transfer elevator for sale; capacity 75,000 bushels; located on G. R. & I. Ry., built in 1911. This elevator is in excellent condition and if the right man takes hold of it, will prove a money-maker. Will be sold at a bargain. Write for prices and terms. Address First National Bank, Fort Wayne, Ind.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

INDIANA—Two elevators with coal business at each; first class feed grinding machinery in each, feed grinding average \$5 profit per day; annual coal business 1,500 to 2,000 tons. Side lines: hay, straw, cement. Doing a first class business; electric power. Price \$11,000, \$6,000 cash plenty time on balance. Address Hoosier, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 bu. grain elevator on Omaha Ry., 20,000 bu. grain elevator on C. M. & St. P. Ry., in town of 3,800; 18,000 bu. grain elevator on C. M. & St. P. Ry., in small town, doing good business and in good territory in Martin County, Minn., where there has never been a crop failure. These houses will be sold very reasonable either separately or as a line. Address P. O. Box 756, Fairmount, Minn.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

FOR SALE—Neat modern elevator, 12 bins. Crop never fails. On C. M. St. P. R. Address Thos. McMichael, Jr., Harmony, Minn.

OHIO elevator for sale. Best elevator, retail coal and feed proposition in Central Ohio. Address Wilbur, Box 12, Grain Dealers Journal, Chicago, Ill.

OHIO transfer elevator for sale; in first class condition; good location; a great bargain. Address The Transfer, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 11, Grain Dealers Journal, Chicago, Illinois.

WESTERN IND. elevator for sale or lease, coal and hay business in connection; on side track; best corn country on earth. Write Pioneer Milling Co., Tiffin, Ohio.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—One complete 30,000 bushel capacity elevator with two warehouse additions for sale at a sacrifice. Please address Coleman State Bank, Coleman, Wis.

CHAMPAIGN CO. OHIO—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

KANSAS, Marshall Co., elevator for sale. Big wheat crop started to move. Corn prospects fine. Price right. Poor health reason for selling. Address Ball, Box 1, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, capacity 23,000 bus., located in good wheat country; on M. & St. L. Ry. One other elevator. This is a bargain. Address H., Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA AND MINNESOTA elevators for sale—On account of retiring from business, we are offering fourteen elevators in Iowa and Southern Minnesota, either singly or as a whole. Write us. DeWolf & Wells Co., Spencer, Iowa.

ILLINOIS—Two elevators at good grain stations for sale, on Burlington Ry. Will sell one or both. Coal, salt, cement, crushed rock and sand in connection with one. Price reasonable. Good competition at one and none at other. Address T. G., Box 2, Grain Dealers Journal, Chicago, Ill.

IOWA—Good elevator and coal sheds, on the C. G. & Western R. R. in Butler Co., Iowa, a good cribbed house convenient and in number one condition, 38,000 to 45,000 bu. capacity, corn crib eight to ten thousand bu. capacity, coal shed will hold ten car load. We have a bumper crop of both corn and oats in sight and but one other grain house in the town and good competition. With a good man on the dump she should win herself out in a season. No trades; time will be given on a portion if desired. Address the owner, J. G. Leary, Riceville, Iowa.

ELEVATORS WANTED.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Small package seed business. a bargain if taken soon. Sheboygan Seed Co., 1219 N. 8th st., Sheboygan, Wis.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

WHOLESALE AND RETAIL

feed and grain business, mill and elevator for sale, to close an estate. Your opportunity, favorable terms. Its up to date and fully equipped for business. On Erie R. R. at Orange, N. J. Don't lose this chance—come or write. Dr. Von Schultz, Metropolitan Bldg., Orange, N. J.

MISSOURI—Owing to my age and failing health I would like to sell one-half interest in my business to some man capable of taking full charge. We handle full line of feed of all kinds, flour, hay and grain, wholesale and retail. Elevator and warehouse situated on Wabash R. R. ninety miles from St. Louis. An excellent chance for the right kind of man. C. W. Glynn, Wellsville, Mo.

PROPOSALS.

Department Quartermaster's Office, No. 556 Federal Building, Chicago, Illinois, August 6, 1914. Sealed proposals, in triplicate, will be received here until one o'clock p. m. Central time, Sept. 8, 1914, for furnishing at Chicago, Illinois, or other prominent railroad points, 10,000 tons Hay and 8,000 tons Oats. Information furnished on application to Department Quartermaster, Central Department.

ADDRESS WANTED.

A. J. FISHER, Oklahoma City, Okla., present address wanted. Address F. L., Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of H. E. Morrow, formerly of Girard, Kansas, but later heard of in Arkadelphia, Ark. Address E. S. E., Box 2, Grain Dealers Journal, Chicago, Ill.

INFORMATION BUREAU.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HELP WANTED.

WANTED, office assistant in wholesale clover seed house. Previous experience preferred. Little bookkeeping and typewriting. Address 325, Box 4, Grain Dealers Journal, Chicago, Ill.

TRAVELING REPRESENTATIVE wanted to cover states of Illinois and Iowa, for reputable Chicago firm. Must be experienced. Give full particulars in first letter. Address Hal, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED — Miller who understands grinding meals, chops and all kinds of chicken feeds at our Mt. Pleasant plant, using a stone buhr and gasoline engine; state salary wanted. Address A. D. Hayes Co., New London, Iowa.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

MILLS FOR SALE.

MANSFIELD, OHIO — For sale—600 bbl. mill situated on 3 trunk lines; has 60,000 bu. cap. grain tanks; cost \$80,000.; will sell for \$18,000. Write G. W. Bahl, Mansfield, O.

WISCONSIN mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

A BIG BARGAIN

A \$14,000 flour and grist mill for sale, 100 barrel capacity, comparatively new and in perfect condition, 200,000 acres of good wheat in county, and no other mill. Price if taken at once \$4,000.00. Address Dale, Guymon, Okla.

MISSOURI—Up-to-date 50-barrel mill for sale; Barnard & Leas sifter system in perfect condition; mill is running and doing nice business; town located on the Frisco R. R. short distance from St. Louis. Object of selling, have other interests. Address D. E., Box 3, Grain Dealers Journal, Chicago, Ill.

MISSOURI—Flour mill for sale; 75 barrel capacity; one of the best roller mills in Southeast Missouri; on main line of Iron Mountain Railway, 75 miles from St. Louis; in fine wheat section; 50,000 to 75,000 bushels marketed annually at this mill; handy to lead belt where output can all be marketed. Write me at once. Address A. P. Mackley, Desloge, Mo.

BUILDING MATERIAL.

BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

BROKERAGE ACCOUNTS WANTED

A COTTON SEEDMEAL brokerage account wanted in Pittsburg, by a strong corporation. Address Webster, Box 4, Grain Dealers Journal, Chicago, Ill.

CORN AND OATS account wanted in New Orleans market on a brokerage basis, highest references. Address Crescent, Box 4, Grain Dealers Journal, Chicago, Ill.

BRAN AND MIDDINGS wanted on brokerage account by long established dealer in Pittsburg. Address Warehouseman, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as grain buyer for some line firm. Address R. R. Letner, Laverne, Minn.

GRAIN BOOKKEEPER and office man, experienced, wants position. Address K, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by experienced elevator man; reasonable wages; best of references. Address Hall, Box 4, Grain Dealers Journal, Chicago, Ill.

SUPERINTENDENT wants position in Terminal elevator; 14 years' experience; best of references. Address F. E., Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. of elvtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elvtr. Address M. J. Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER—Young married man wants position as mgr. of country elevator; 5 yrs. experienced, best of references and bond if required. Kan., Nebr., Iowa or Mo., preferred. Address L. L. Coryell Elevator Co., Auburn, Nebr.

POSITION WANTED by experienced elevator man; 10 years experience. Good business getter, can handle wheat, oats, barley and corn. Want position by Sept. 1st. Iowa or Minn. preferred. Write of telegraph. C. H. Gustafson, Dayton, Iowa.

WANTED—Position as manager of elevator, by married man of good habits. Two years experience, good references. Damaged crops, poor locality reasons for change. Minn., Iowa or Ill. preferred. Address B., Box 4, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

HAVE GOOD POSITION, want better one as manager for wholesale grain business operating transfer elevator. Eight years experience with one firm. Thoroughly capable. Willing to make investment in right proposition. Must be good position to justify change. Address Better, Box 4, Grain Dealers' Journal, Chicago, Ill.

BOOKKEEPER—Competent grain bookkeeper and general office man, thoroughly experienced in all phases of the business, including futures, and capable of taking entire charge, is now available for position where permanency is guaranteed. First-class references in Minneapolis grain trade. Address Box 283, St. Joseph, Michigan.

GRAIN BUYER — Wanted, position as grain buyer at country station by young man 30 yrs. of age, married. Have had 7 yrs experience. Good accountant. Always been able to get good business against strong competition. Prefer the West. Best reference. Address James, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—To correspond with an enterprising milling or elevator concern wishing an up-to-date mill elevator or sales manager; I have full knowledge and experience in running mills and elevators, buying and selling grain, grain products and flour; am willing to go on the road; able to take charge of any such establishment in any capacity. Address R. C., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR OWNERS—We have a large list of competent and experienced elevator men, bookkeepers, auditors, managers and second-men, who are desirous of obtaining employment as soon as possible. If you are in need of a good man for any department, send full details regarding position, and we will gladly furnish you with the names of men competent to fill the place. This service is absolutely free. Address The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as manager of country grain elevator. Seven years experience in Iowa. Married. Address Lee, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

SCALES FOR SALE.

FOR SALE—One 4-ton Fairbanks Morse Hopper Scale with 100 bu. hopper; almost new. Address Blabon Farmers Elevator Co., Blabon, N. D.

FOR SALE CHEAP—4 Fairbanks 60 bushel hopper scales, complete. If interested address Springfield Milling Co., Springfield, Minn.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

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DYNAMOS, MOTORS, ELECTRICAL REPAIRS.

We give one year's guarantee with all dynamos and motors sold by us. The reason we can do this is, all machines are put in condition good as new before we ship them. We carry a large assortment of motors in stock. Write us your needs and let us give you a square deal.

Northwestern Electric Co.,
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Chicago, Illinois.

GASOLINE ENGINES.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE cheap if taken within 15 days. 1 Cornack, 15 h.p. gas engine. Overhauled at factory and only used one season. In good running order. Geo. Hillman, Lytton, Iowa.

FOR SALE—16 H. P. Lambert Gasoline Engine doing fine work, and in good running order; have put in a much larger engine as our work was too much for the 16. Address N. L. Layer & Son, Wyatt, Ind.

FOR SALE—30-h.p. Vaughn Gearless gasoline engine, almost new. Have installed electric motors. Also large shaft and friction clutch for engine complete. Price \$200 f. c. b. cars Eaton, O. Star Elevator, Eaton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—Standard 300 bu. cap. hopper scale, also Watts 2,000 bu. cap. cylinder sheller which can be operated by 6 h.p. engine. S. L. Rissler, Pleasant Green, Mo.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

D. O. Friend,

Brighton, Iowa.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE.

- 1—35 h.p. Atlas engine.
- 1—40 h.p. Gem City boiler.
- 1 Boiler feed pump.

The above are in first class condition. Will sell cheap as have installed electricity. S. W. Cissna & Son, Washington C. H., O.

FOR SALE

- 1—25 Horse Power Atlas Engine
 - 1—35 Horse Power Atlas Engine
 - 1—60 Ton Fairbanks-Morse R. R. Track Scale
 - 1—200 Bu. Fairbanks Hopper Scale
 - 1—500 Bu. Fairbanks Hopper Scale
 - 1—No. 5 Invincible Oat Clipper
- Machinery for 30-Ton Alfalfa Mill; almost new. Will sell the above machinery worth the money. Address R. G. Weige, Blackwell, Okla.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foss's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

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The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; and 9x18 Hutchison; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Bowsher Combination Crushers and Grinders: No. 4, (12 to 30 Bu.) No. 7, (15 to 60 Bu.) No. 8, (20 to 60 Bu.) No. 9, (30 to 125 Bu.) No. 10, (40 to 175 Bu.)

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Attrition Feed Grinding Mills: 16, 20, 24 and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foss; 24 inch "Unique."

Single Roller Mills: 2x18 and 9x24 "Noye"; 9x18 "Odell"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills: All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas.

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B. F. GUMP CO.,

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MACHINES FOR SALE.

FOR SALE—500 bu. cap. Eureka Grain Cleaner slightly used; also about 200 ft. elvtr. belt with cups attached and Royal D. C. electric coffee grinder; all in good condition. Address F. E. Janes Grain Co., Indianapolis, Ind.

MACHINERY BARGAINS.

1 Steam Condenser	30.00
1 Grain Spout complete.....	4.00
1 large bell	20.00
10 Belt Tighteners, each.....	5.00
300 Salem-cups, 6x16, each.....	.12
50 " " 6x18 " .....	.12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 3 ply 125 ft. Conveyor Belt.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,

La Crosse,

Wisconsin.

SECOND-HAND BAGS AND BURLAP.

GRAIN BAGS FOR RENT AND FOR SALE
We can rent you grain bags any quantity. Write for terms. Also have several thousand grain bags for sale. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

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Whitney-Eckstein Seed Co., grass and field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
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EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

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Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G. field seeds.

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TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

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GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

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STREET,**Chicago, Ill.**

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—New timothy seed. Address J. W. Richards, Ferris, Ill.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

L. TEWELES & CO.

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Wisconsin

WE BUY AND SELL

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Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

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Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

WHITNEY - ECKSTEIN SEED CO.

BUFFALO, N. Y.

Correspondence Invited

GRAIN WANTED.

WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

SEEDS WANTED.

CLOVER & FIELD SEEDS wanted. Can place large lots. Make up sampled offers. Car lots and less. I. L. RADWANER, New York City.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

GRAIN DEALERS—Submit samples of clover and timothy seed for prices. Uncleaned seed preferred. Paxton Seed Co., Paxton, Ill.

YOU CAN get in touch with over 6,100 country grain dealers who are in the market for and have seeds for sale, through the insertion of an ad. in these columns.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

Have 10,000 Bu. **CHICKEN FEED WHEAT** on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.



PURISCO SEEDS

Meet Requirements of State Seed Laws

Purisco Brand Timothy	99 1/2 %	Pure
Purisco Brand Clover	99 %	Pure
Purisco Brand Alsike	98 %	Pure
Purisco Brand Alfalfa	99 1/2 %	Pure

**IN PROTECTED PACKAGES
STRONG GERMINATION**

TIMOTHY SEED

Packed in 1 bu. cotton bags—3 one-bushel cotton bags to the bale.

RED CLOVER — ALFALFA — ALSIKE

Packed in 1/2 bu. and 1 bu. cotton bags. 4 half-bushel or 2 one-bushel bags to the bale.

NO CHARGE FOR BAGS

Recleaned and Packed by **THE ILLINOIS SEED CO., CHICAGO**

ALFALFA

THE GREAT SOIL IMPROVER

GROWING EASY

With NOD-O-GEN

NOD-O-GEN is a pure culture of living bacteria for inoculating alfalfa seed. Its use makes the chances of success with alfalfa 60 per cent greater.

NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.

Get full particulars by mail. Write now.

THE ALBERT DICKINSON COMPANY

Wholesale Seed Merchants

CHICAGO

Est. 1855

MINNEAPOLIS

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*The Most Efficient
Separator and Cleaner
Ever Offered the
Grain Trade*

Wild and Tame Oats Guaranteed Separated from Wheat to $\frac{1}{2}$ Pound Once Through.

NO Wheat Wasted—400-500 Bushels Per Hour.

200 "60's" Are in Use in Country and Terminal Elevators

(One Season's Record)

and each and every one is delivering service up to and exceeding our guarantee. We will be glad to furnish you with a list of these elevators so that you can check up our statements to you concerning the past records of the *Marquis 60*.

If you are handling wheat or barley mixed with oats, it will pay you to install a *Marquis 60* for your work.

We have a full line of other cleaners and separators for every service in elevators, warehouses and seed houses.

Get our catalog, prices, and any special information you may desire before purchasing any cleaning equipment.

J. L. Owens Company

Minneapolis

Minnesota

GRAIN DEALERS JOURNAL

[Incorporated]

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, AUGUST 25, 1914.

IF YOU do not find the information wanted in the Journal, make use of our "Asked-Answered" columns. They are free.

THE ELEVATOR MAN who permits dust and refuse to accumulate on the roof of his plant until it is covered with grass and grain, must not kick if the insurance inspector sees fit to cancel his policy.

AN IOWA and a Nebraska elevator were sacrificed to sparks from a passing locomotive last week, and still there are grain dealers who are satisfied to continue to use a shingle roof for catching these sparks.

WICHITA DEALERS are to be congratulated upon their ability to get lower telegraph tolls from the Western Union. Those who never go after a reduction seldom get it, even tho they be justly entitled to it.

LATE REPORTS from North Dakota indicate that wheat in many sections is not yielding up to the average, and much of it will be heavily docked, so our 1914 crop may fall far short of the nine hundred million bushels predicted.

CANADIAN FARMERS are also credited with holding wheat. In addition to a short crop and an unusually strong foreign demand, they know that very little wheat has been carried over from the last crop, so they have firmer faith in higher prices.

NEW YORK BANKERS are reported to be buying foreign exchange against grain exports more freely than at any time since the war broke out, and with every indication of being willing to buy it more freely than ever from now on.

KANSAS HAS a new Assistant Attorney General, appointed for the special purpose of investigating the "Grain Trust." It is very evident that the politicians do not propose to permit the farmers to believe they are not looking out for their interests. It will soon be time for the Fall elections.

GRAIN DEALERS who accept postal-card bids for grain, their track, owe it to themselves to take the precaution to repeat the price, the grade, the term of shipment, as well as to give the number of bushels sold. This makes clear the intention of the seller and leaves no loophole for the buyer.

HIGHER PRICES for wheat are quite sure to prevail for several years to come, as the acreage sown by the nations at war will be greatly reduced, and with the single exception of Russia, each will be a larger importer than ever before. This fact alone should encourage winter wheat farmers to greatly increase their acreage.

OUR "LEAKING in Transit" Department is short of reports this number, due, probably to the fact that our readers have been overly absorbed in reading the war news. When you see cars leaking in transit, don't fail to note all particulars and let your brother dealers have the benefit of the information.

SO MANY SHIPPERS have suffered because of rates having been misquoted by railroad agents, the wonder is all shippers do not join in a vigorous demand for a law which will at least punish both the carriers and their agents for such blunders. So long as the railroads profit by the errors of their agents, the agents will be suspected of erring intentionally.

SENATOR McCUMBER is credited with a new move to secure Federal inspection of grain. It seems that the Hon. Hoke Smith is anxious to secure the Federal inspection of cotton, and in order to insure the passage of his bill through Congress, he seems willing to welcome any amendment which will extend his bill to include grain. Instead of increasing the chances of his bill becoming a law, it would seem quite certain that he is courting defeat, as the Senate has, upon different occasions, voted against Federal inspection of grain, and no doubt will do so again. Federal inspection is not needed, and is not wanted by the trade, and inasmuch as such inspection could be forced upon the trade only in interstate shipments, it would lead to endless confusion and useless expense.

AN ILLINOIS ELEVATOR came very near being sacrificed to dry grass and weeds which were permitted to remain about the building, when sparks from a passing locomotive recently set them on fire. As the fire was started in the daytime, it was discovered and extinguished before much damage was done, but it served to emphasize the necessity of cutting and clearing away dry weeds from about frame houses.

FARMERS EVERYWHERE are credited with harboring very bullish sentiments on the future of the grain market, and many of them are holding grain for higher prices. This they deem all right, but if the grain buyer bought the wheat surplus and held it for higher prices, the protest which would go up would make the roar of Europe's battles sound like a 5c whistle.

ELEVATOR OWNERS, in justice to their employes and themselves, must soon undertake an active campaign for the elimination of the many dangers now accompanying elevator machines and machinery. An Illinois elevator manager has a fractured skull, as the result of a loose manlift weight. Such weights should be securely anchored, so as to prevent their becoming detached.

IF YOU want the Secretary of Agriculture to examine all your books, records and papers apply for a Federal license to operate a warehouse under the "U. S. Grain Warehouse Act," introduced Aug. 19 by Congressman Moss. Such warehouses may be used to store the grain of the owner or the public and it may be possible to borrow money on its certificates as is specified in the bill published elsewhere in this number.

THE HAZARDS of the idle elevator were made clear to a line house manager, who recently visited the company's elevator at Ellendale, Minn. The engine belt had been removed and the place strewn with empty beer bottles and cases. Evidently it had been used all winter as a rendezvous for rowdies. They smoked, of course, but due to an accident they did not burn the elevator. Idle houses need to be inspected frequently, if they are to be protected against the Loafers Union.

THE PANAMA CANAL has been traversed by an ocean steamship and will soon be open to interocean traffic. Grain shippers have already taken this into consideration, and as is reflected by two letters from California dealers in this number, rates are being quoted for shipping barley from San Francisco to Atlantic coast ports at a figure considerably under what the railroad would think of charging. California has a large crop of good quality barley, and it seems very likely that some of it will be sent to Atlantic coast ports by water.

MISSOURI DEALERS have been estimating the cost of lending bags to farmers, for marketing their grain, with the result that an earnest effort is being made to organize a state association of grain dealers, for the purpose of discontinuing the lending of grain bags. Missouri dealers have been building more and better elevators of late, until there is no necessity of continuing the old warehouse methods, and grain can now be handled in bulk more expeditiously and with less expense to the farmer. The ready support given the movement to organize the dealers of the state indicates that the elevator men are ready to join in the movement for better trade conditions.

CONDITIONS OF SALE made by a track buyer in his confirmation, but not given in the track bid, cannot govern the sale, unless the seller specifically agrees to the new condition. The provision put in confirmations to the effect that "if no objection is made to this contract immediately by wire, the same shall be considered accepted," is not binding upon the seller unless he accepts the terms of the confirmation. The track buyer might just as well send out track bids, notifying country elevator men that unless they immediately wire their rejection, they would consider the sale consummated and book them for ten, fifty or one hundred thousand bushels, as might suit their whim. No condition can govern any contract unless agreed to by both parties thereto.

THE CROP GUESSES of the Federal Crop Reporting Bureau may be correct, but they are far from agreeing with the figures being circulated by the Illinois State Board of Agriculture. The Federal report of Aug. 1 credits Illinois with producing 48,429,000 bus. of wheat, while the State Agricultural Board is satisfied with a crop of 20,768,000 bus. The two authorities also vary as widely in the matter of acreage, the Federal Bureau crediting Illinois with 2,576,000 acres planted to wheat, while the State Board of Agriculture is satisfied with 1,169,000 acres. It may be that the Illinois farmers, in making their reports to the State Board of Agriculture, are biased in their judgment of the number of acres sown, because their reports are filed with the assessor. However, these two guesses are so widely at variance with one another it seems right and proper that some effort should be made to investigate the acreage and yield and to adopt some means of securing reliable information hereafter. At present each report discounts the other and makes both worthless. The Federal government is credited with recently deciding to improve its crop reports, by placing a traveling supervisor in each important grain state, for the purpose of collecting information from first hands, and checking his conclusions against those of the local reporters.

TEXAS DEALERS, profiting by the success of the northern grain dealers' associations in inspecting and repairing scales, are seriously considering the advisability of establishing a scale inspection department, to the end that they too may have weights upon which they can always rely. It has been found a good investment by the dealers of every state where the association has continued this work and the patrons of the scale inspection department have profited largely.

DISCOUNTS ON off-grades of track sold grain have long been the cause of much friction between buyers and sellers, and it is gratifying to note that some exporters are now bidding for 2 Hard and accompanying their bid with a statement of discounts at which they will accept grain of the lower grades. This enables the shipper to determine accurately what it will cost him to load out the dirty grain, and how much it will profit him to clean his grain and put it in prime condition before loading it. It is a step in the right direction, and should result in every track seller exercising greater care in preparing his grain for market before loading it.

THE DIFFERENCE in the price of September and May during the present month no doubt has induced elevator men with plenty of storage to spare and unsold grain on hand to sell at least a portion of their holdings for May delivery. The difference between September and May on July 31st was 8½c; on Aug. 6th it was 13¾c. Yesterday it worked down to 10¾c. The difference between September and December on Aug. 12th was 6c while yesterday it was only 4c. While present indications are that much higher prices for wheat will prevail long before December, still it is a speculative chance.

WEEVIL are causing many grain dealers in the southwest much trouble, and unless immediate steps are taken to exterminate them, they will destroy enough grain to make their cost to the grain dealer far more than it will cost him to kill them. All varieties of weevil are lovers of dark, dirty, musty corners and all such nooks of grain storehouses should be thoroughly cleaned and painted with a heavy coat of whitewash, mixed with lye. When the house becomes infested with this pest, it must necessarily be cleaned thoroly at frequent intervals, as the insect multiplies very rapidly.

THE LARGE EXPORTS of grain during the last two weeks has served to relieve the congestion at seaports and some railroads have already lifted their embargo against export shipments. Others are rapidly moving forward the grain which was being held at sidetracks en route, and there seems every prospect for the early lifting of the embargo by every railroad. Europe's short crops, combined with the war, make it necessary that they buy all grain we will spare at present prices. Country elevator men will welcome the lifting of the embargoes so that they can fill their contracts and start to buying from the farmers again.

The Grain Trade's Outlook.

The grain trade, as well as some other lines of business, seems to be cursed just at present with a few pessimists who are disposed to talk loud, and persist in ignoring the necessities of Europe and the grain surplus of North America. With normal prices prevailing, we would have much more wheat and barley to spare than ever before, and far more corn and oats to spare than we had last year, but with the prices prevailing at present, and the higher prices which seem certain to come soon, farmers everywhere are sure to scrape their bins and spare more grain to the foreigner. Next year's crops will be planted and cultivated on the intensive as well as the extensive plan.

Our total exports of breadstuffs during the twelve months ending June 30th, 1914, was valued at \$165,000,000, against \$211,000,000 for the preceding crop year. If the present conditions continue, and the promised higher prices are realized, the value of exports of breadstuffs for the year ending June 30th, 1915, will exceed \$600,000,000. Our tourists, who have been spending \$450,000,000 to \$500,000,000 a year in Europe, will stay at home and spend some of it here. Our imports of foreign manufactures will be reduced to a minimum and goods of domestic manufacture substituted.

Our international commerce has attained such proportions that it is but natural that all our merchants handling goods manufactured in the countries now at war should for a time be handicapped, but it cannot be for long, because they will soon adjust their business to the new conditions and find domestic substitutes. Then, too, some foreign manufacturers will establish factories in this country, in the hope of caring for their foreign trade. Early this week one large German manufacturer of bearings announced that it would establish a factory in Philadelphia which would give employment to at least 4,000 men.

While all lines are likely to be somewhat discommoded for a time, the United States should soon adjust its business affairs to the new conditions and be able to supply more of its own needs than ever before and at the same time to extend its foreign trade in new markets and for new goods. Even tho the European War be of short duration, many of the idle factories of the warring nations will never again resume operations, and none of them can pick up their foreign trade or supply their full quota of goods for years to come.

With the high prices now prevailing and the higher prices promised in the future, it behooves every elevator operator to exercise every precaution to prevent waste of grain or grain products. Grain handling machines or machinery which is not in prime condition to clean and handle grain economically, are too expensive to be used in handling grain at present values. If beyond repair, they should be displaced by modern machinery, which will soon pay for itself in the saving effected. The grain dealers business should prosper as it has never done before and it will unless the pessimists induce the warring nations to starve rather than buy our grain.

Suspended Sales.

The temporary suspension of the loading of grain into ocean going vessels at our seaports, at a time when there was an unusually large movement of grain to those ports, soon resulted in the filling of the elevators and the blockading of the terminal railway yards, with the natural result that embargoes were issued by the railroads against any further shipment of export grain to the congested ports. Country elevator men with full bins were soon forced to suspend business.

Some elevator men, as is reflected by a legal opinion given to the secretary of the Kansas Ass'n. and published, with his communication, in our department of "Letters" this number, have been wondering whether or not their contracts for the sale of a stipulated amount of grain would be terminated by the expiration of the time limit for shipment, in view of the fact that they cannot make shipment. It has been fortunate that the railroads were able to keep the grain back in the country, because much of it would have spoiled before being unloaded had they hauled it to their terminals and held it there for months.

The card bids upon which most of the grain was sold, clearly state that "delivery of grain bought on this bid not perfected until grain reaches destination specified in our confirmation, and has been inspected and weighed," so it would seem to be the duty of the seller to ship his grain as soon as he can get cars. Shippers should not overlook the fact that in accepting bids with the foregoing specification, they also assume all the risks of shipment, and if their shipments are wrecked, destroyed or lost in transit, they will still be duty bound to fill the contract. The railroad on the other hand insists upon settling for such grain at the invoice price at initial point. If the markets keep on rising, the real value of the grain will be much above the invoice price, and no shipper can afford to sign a B/L relieving the carrier from liability for the full market value of the grain at point of destination.

While shippers could now realize a much higher price for the grain which they have been unable to load out, still the great majority will be governed by their contract of sale and attempt to make delivery as soon as they can obtain cars. The higher prices now prevailing may tempt a few to seek to void their contract of sale, but there is little hope of any seller eventually escaping full liability on his contract with the buyer.

In some cases exporters have refused to pay drafts attached to Bs/L for grain shipped before the embargo was issued. Most of this grain was sidetracked before it reached destination. Some buyers specify quite clearly in their confirmation that they will honor drafts without exchange, providing sellers will leave a mar-

gin of two cents a bushel, but few postal-card bids contain any clause which could be considered as binding the buyer to pay any draft, so it is evident that the exporters are acting well within their rights. If country elevator men are not satisfied with the conditions of the postalcard bids, then it is up to them to demand that they be changed.

The Cost of Handling Grain.

We are pleased to publish in our department devoted to "Letters" this number, statements of different dealers who have made a rough summary of the different expenses they have incurred in handling grain thru their elevators. No doubt other dealers will detect many omissions, and it is to be hoped that they will not hesitate to say so, in order that the attention of elevator men may be called to many items which some have overlooked.

The cost of fuel for heating and lighting the office, stationery, postage, telephone and telegraph tolls, time, labor and material used in cooping cars and repairing elevator, in fact every expense to which the elevator man is put in connection with his grain business should be charged to that business, in order to determine the true cost of handling the farmers' grain.

The subject is one which has been considered with ever increasing seriousness by elevator men in all parts of the country and many dealers are now taking off a monthly trial balance, in order to keep posted as to the true condition of their business. When country elevator operators keep an accurate record of all the business, all will insist upon having a wider margin, in order that they may realize a living profit from the business.

A WEAK ELEVATOR, be it either from poor foundation or insufficient supports, is a very dangerous possession, especially in these days, when the property owner is made liable for accidents to everyone who comes near his property. Illustrated elsewhere in this number is an Illinois elevator which burst twice within ten days recently. Did an elevator builder design and construct it? Not a bit of it. The barn builders who put it up never heard of the lateral stress to which grain bins are subjected, but they now know there is such pressure, and the elevator owner has some brand new convictions on how not to let the contract for the addition to his elevator. No carpenter who ever had any experience in erecting grain elevators would think of trying to sustain the outside walls with flimsy tie rods. It is quite certain that the cost of the reconstructed annex will be much greater than would have been the cost of a first class storehouse properly constructed. The economy effected in entrusting the job to local carpenters has proved to be a minus quantity.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. C. 46728 passed thru Gilman, Ind., Aug. 24, leaking corn at corner of car.—Jay Grain Co., St. Marys, O.

C. R. I. & P. 36477 passed thru Van Meter, Ia., eastbound, Aug. 22, leaking wheat badly along siding. No chance to repair.—E. C. Trindle, mgr. Van Meter Grain Co.

C. & E. I. 35121 passed thru Mt. Airy, Ind., Aug. 21, southbound, leaking oats at end under siding. Had it repaired and stopped leak.—Edwin Harris.

Great. Nor. 12135 passed thru McCanna, N. D., eastbound, Aug. 20, leaking considerable wheat between floor and grain door. No time to repair.—F. R. Lynch, agt. National Elevtr. Co.

Wheat which had evidently leaked from train passing thru Blue Island, Ill., near Chicago, had made a path several inches wide along the right side of west bound track of C. R. I. & P. R. R. Extended as far as one could see down track, probably quarter of mile. Noted Aug. 16, about 9 a. m. Think car or cars must have been leaking badly from quantity of grain spilled.—H. A. B.

C. R. I. & P. 73781 passed thru Cullison, Kan., Aug. 15, leaking wheat at side near door. Car was a coopered stock car. Leak was stopped by a grain dealer.—Farmers Grain & Merc. Co.

Frisco 13393 passed thru Girard, Kan., Aug. 14 leaking grain at door.—W. M. Reckewey.

C. R. I. & P. 47061 passed thru Washington, Ia., Aug. 14, eastbound, leaking wheat. Sheathing loose on side near end.—Wm. A. Whiting & Son.

G. N. 27422 passed thru Geneseo, N. D., Aug. 14, leaking durum wheat and

G. N. 37500 passed thru same station in same train leaking durum. Could not examine cars as train was going out.—Agt. Cargill Elevtr. Co.

P. M. 52592 passed thru Washington, Ia., Aug. 14, eastbound, leaking corn badly at side door which had bulged. Repairs were made here.—Wm. A. Whiting & Son.

C. R. I. & P. 47120 was set out at Colfax, Ia., Aug. 11, loaded with oats, left side burst out at top, door post bulged and cracked about the center. Car repairer trying to fix.—R. F. Agar, mgr. Denniston & Partridge.

C. R. I. & P. 56078 set out at Colfax, Ia., Aug. 11, on account of hot box. Car was in good condition, all doors sealed. Was marked "grain, Chicago."—R. F. Agar, mgr. Denniston & Partridge.

Big Four 4470 passed thru Stella, Neb., July 28, leaking grain badly.—J. D. Curtis.

Wabash 65567 passed thru Sibley, Ill., Aug. 6, toward Chicago, leaking oats at end.—Shearer & Miller.

G. C. & S. F. 4887 leaking wheat over drawbar and

A. T. & S. F. 22496 leaking wheat over drawbar and

A. T. & S. F. 23634 leaking wheat at end and

A. T. & S. F. 19021 leaking wheat at doorpost, passed thru Kiowa, Kan., Aug. 5.—W. Dainton & Son.

C. R. I. & M. 350217 passed thru Brenham (Greensburg p. o.), Kan., Aug. 3, leaking at end.—S. L. Gamble, mgr. Brenham Merc. Co.

Wabash 66284 was set out by Extra 2456 at Colburn, Ind., Aug. 1. Drawbar and both draft timbers were torn out. Car is sealed with Wabash seals No. 979470 and 979472. Car is loaded with white oats, but is not leaking.—W. F. Noble.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Congestion at Galveston Being Relieved.

Grain Dealers Journal: I am pleased to inform you that in spite of conditions resulting from the European situation that this port has loaded for export approximately 2,300,000 bus. of wheat in the first 18 days of August.

The elevators are unloading daily at nearly a normal rate, and I feel therefore, that if present arrangements for financing and safeguarding exports are maintained, that the business of the port will assume almost average proportions at an early date.

The condition of wheat now unloading at elevators, notwithstanding the fact that much of it has necessarily been a rather long time in transit, is quite good, and the percentage of damp or heating wheat is so small as to be almost a negligible factor.

While the storage capacity of the elevators here amounts to only 4,000,000 bus. their handling capacity is very good indeed, which indicates a clearing up of congested conditions within a very short time, and a resumption of business with country shippers.—R. T. Miles, Chief Inspector, Galveston, Tex.

Costs .0289 Cts. Per Bushel to Handle Grain.

Grain Dealers Journal: In figuring the cost of handling grain thru our elevator, I wish to call your attention to the fact that I make no allowances for discounts on off-grades. My experience has been that unforeseen discounts will be balanced by unforeseen profits on grain grading better than expected, altho I have no figures to prove my statement. A great deal, however, depends on the amount of ear corn handled.

Our cost of handling grain is based on a property investment of \$18,570.00 and on a year's business of 300,138 bus. of corn, wheat and oats.

We do not buy grain to grade, but aim to take care of discounts we are bound to receive by paying less for the grain.

Interest on investment \$18,570 @6%, \$1,114.20.

Interest on average capital \$10,000.00 @6%, \$600.00

Salaries mgr. and one man, \$1,800.00.

Repairs, \$1,234.18.

Taxes, \$200.00.

Telephone and telegraph, \$73.30.

Insurance, \$482.78.

Natural shrinkage and loss a/c cleaning: Oats, \$284.80; corn, \$315.60; wheat, \$96.80.

Loss in transit 1,125 bus., av. price 50 cts., \$562.50.

Trips to conventions and to investigate off-grades, \$200.00.

Power and light, \$215.30.

Extra labor and supplies, \$222.70.

Depreciation at 7%, \$1,299.90.

Cost of handling 300,138 bu., \$8,702.06.

Cost per bu. .0289.—Respectfully submitted, H. C. Roberts, mgr., Illiopolis Farmers Elevtr. Co., Illiopolis, Ill.

Cost of Handling Grain .0465.

Grain Dealers Journal: In order that your readers may have a better idea as to the cost of handling grain I am pleased to show you the following facts based on experience from Jan. 1 to Oct. 16, 1913, at our elevator at Dawson, Ill. We operate four stations and one-fourth of the legitimate selling expense is charged to each station:

Grain handled 96,684 bus.; cost of elevator \$7,500.00.

Interest on investment \$7,500.00 @6%—10½ mos., \$393.75.

Interest on average capital used \$7,500 @6%—10½ mos., \$393.75.

Total expenses—taxes, ins., supplies, repairs, etc., ex. labor, telegraph, telephone, power, \$926.14.

Agent's salary, \$787.50.

Depreciation @7% on \$7,500.00—10½ mos., \$459.38.

Loss because of unforeseen discounts ½ ct. bu., \$483.42.

Natural shrinkage, loss account cleaning and loss in transit: 183.10 wheat @80, \$146.53; 103.31 corn @60, \$62.13; 168.30 oats @35, \$59.12.

This station's share of selling expense, \$788.50.

Total cost of handling 96,684 bu., \$4,500.22.

Net cost per bushel .0465+.

—Respectfully submitted, E. B. Conover, mgr. E. B. Conover Grain Co., Springfield, Ill.

Costs .0287 + to Handle Grain Thru Elevator.

Grain Dealers Journal: In regard to the cost of handling grain a careful investigation and compilation of the results show a startling high cost.

We have two modern elevators equipped with good cleaning and weighing machinery. Our cost for handling grain is based on an investment of \$27,600.00 and on a business of 383,870 bushels of wheat, corn and oats.

We buy all of our grain by grade and if we are not certain that the grain will grade we withhold some of the money to protect possible discounts. In spite of this care we have grain heat in our elevator or have it heat in transit or miss grade when we thot it wud grade and this makes us a loss equivalent to ¼ ct. per bushel on all grain handled. We clean all our grain and have better grades, but a large shrinkage in grain.

Interest on investment, \$27,600.00 @6%, \$1,380.00.

Interest on average capital used \$10,000.00 @5%, \$500.00

Taxes, \$300.00.

Telephone and telegraph, \$140.00.

Insurance, \$450.00.

Supplies and repairs, \$475.00.

Power and light, \$400.00.

Trips to conventions and to investigate off-grades, \$150.00.

One-fourth ct. per bu. discount account off grades, \$959.67.

Natural shrinkage and loss account of cleaning: 2,489 bu. corn @60, \$1,493.40; 839 bu. oats @35, \$293.65; 1,175 bu. wheat @80, \$940.00.

Loss in transit 1,435 bu. grain, av. @60, \$861.00.

Salaries mgr. and two men, \$2,700.00.

Cost of handling 383,870 bu., \$11,042.72.

Cost per bu. .0287+.—Respectfully submitted, F. S. Betz, mgr. Cerro Gordo Grain & Coal Co., Cerro Gordo, Ill.

California Barley Via Panama Canal.

Grain Dealers Journal: It looks as if our barley crop would leave about 350,000 to 400,000 tons for export. Of this about 150,000 tons have already been sold to Europe, although, at the present time, such shipments have been halted by the disturbed conditions abroad, but may be resumed at any moment.

The quality of this year's crop is exceptionally good. What little has been stained by late rains is used for home consumption and even wanted abroad.

No business has been done with the Atlantic Coast so far, but there have been some inquiries in reply to which freights via Panama Canal have been quoted at \$6 per ton.—Yours truly, Wm. Berg, San Francisco, Calif.

Mean Competition.

Grain Dealers Journal: Your columns always speak in favor of clean competition. I am in a section where the business of loaning sacks to farmers is the greatest possible nuisance and if persisted in will eventually bankrupt many firms.

I bot a farmer's wheat and loaned him my sacks but my competitor thot the wheat shud have been sold to him so he called this farmer up, knowing full well that I had the wheat bot, and offered to buy his wheat.

The farmer being honest told him the wheat was sold; the competitor said, "Just bring me the wheat and I will pay for the sacks." The farmer demurred and said, "My wheat is sold to your competitor. He has a nice shady place to unload the wheat." My competitor said, "Bring your wheat, I will hire an extra man to unload your wheat and you can sit in the shade in the office." Listen, brother dealers, "the farmer was honest, I got my wheat."—A Disgusted Missouri Grain Dealer.

Suggests Remedy for Bag Lending Abuse.

Grain Dealers Journal: We have no knowledge as to the exact cost of handling wheat after it enters our elevator but we can give you nearly exact figures as to the extra cost involved in handling wheat in sacks as compared with bulk handling of wheat.

We handle approximately 180,000 bus. of wheat and are compelled to have on hand 65,000 sacks which at the present time cost 22½ cents and represent a total investment of \$14,625.00.

Interest on \$14,625.00 @6%....\$ 877.50

Depreciation, lost, stolen, 20%... 2,925.00

Labor—Filing sacks..... 500.00

Insurance of sacks..... 146.25

Labor patching sacks..... 300.00

Rental of building for storing sacks 120.00

Extra labor to unload sack grain 300.00

\$5,468.75

This means that it costs \$5,468.75 to get 180,000 bu. of wheat to our elevator or approximately 3 cts. per bushel which is an expense not incurred in handling bulk grain.

Missouri millers and grain dealers need relief from the sack nuisance. I suggest that a concern be organized independent of the grain dealers and millers which has for its sole object the leasing of sacks to farmers.

Each farmer wud be charged with all the sacks he took out and wud be expected to pay full value for all sacks not

returned, to pay for damages to sacks if any, and to pay ¼ ct. per day rental for all sacks returned.

If this were done it would not be necessary to have so many sacks and the sack business could then at least be made to pay its way whereas under present methods, a dead loss is involved.—Missouri Bag Lender.

California Will Have 26,500,000 Bus. Barley to Spare.

Grain Dealers Journal: Our barley crop this year is about 42,500,000 bus. Requirements for consumption and seed 16,000,000, leaving about 26,500,000 bus. for export, out of which Europe has purchased in the neighborhood of 10,600,000 bus., leaving on hand about 16,000,000 still to be disposed of, which would be available for Europe or Atlantic ports. The quality of our barley is somewhat superior to ordinary years.

We understand canal freight rate is about \$7.00 per ton.

Of this barley that has been sold to Europe there is some question as to the exporters being able to ship on account of the present war situation. We understand that there have been quite a few sales canceled, and if such is the case there will be more available for export.—Yours truly, M. Blum & Co., per I. Moss, San Francisco.

Inherent Weakness of Balloon Elevators.

Grain Dealers Journal: We have learned with some surprise that there are still some elevator builders or supposedly contractors, who advocate, and put up rather good arguments covering the superior qualities of the balloon frame elevator. We have some data covering the life and usefulness of a frame building, photographs where they have burst, length of time they have been built, and the loss caused by bursting, and where they have

been wrecked by wind, and data covering the cost for cyclone insurance on this class of construction, which is considerably more than on elevators of cribbed construction.

When the balloon elevator is empty it offers little resistance to wind pressure. The main point of advantage with these balloon elevators is they are somewhat cheaper. Every one should know the life of one of these elevators is at the most ten years; and usually it is less.

Any building which is not self-supporting, and where it is necessary to use stay rods, angle bolts, etc., is a poor, weak thing. Grain dealers do not seem to grasp this, but listen to the cheap builder, at a rather expensive cost to themselves later. It is only fair to the trade that these matters be brought squarely to their attention.—J. F. Younglove, Sioux City, Iowa.

Forms Used in Settling for Landlord's and Tenant's Grain.

Grain Dealers Journal: We are sending you copy of the form we use in settling for landlord's and tenant's grain. We take in the grain and in settling for it we attempt to adjust the differences between the landlord and the tenant. When each has received his check from us for his share of the grain, their interest in the crop is adjusted and settled.

We make these statements of settlement and division in duplicate and give one to each. In many cases the landlord pays for the shelling or threshing cost, and has the elevator man deduct it from the amount due for his share of the grain and pay it to the tenant, who in turn settles with the sheller or thresher for the entire service rendered. It often happens that the landlord or the tenant in some cases both have ledger accounts with us, which they settle when we pay for their grain.

We find this form a great labor saver, as before its adoption it was necessary for us to write out a complete statement

for each party, so that he could have a permanent record of the settlement. Our customers like this form very much and appreciate and acknowledge the service we render in adjusting and recording their settlement for them.

Trusting this idea may be of some service to other dealers,—we are, Finson-Beal Grain Co., Monticello, Ill.

Shippers Liability for Failure Because of Embargo, to Deliver Grain as Contracted.

Grain Dealers Journal: We herewith hand you opinion handed us by our attorneys Stone & McDermott, of this city with reference to delivery of grain on contract.

Millions of bushels of grain have been sold by country elevator men to exporters and the contract reads for delivery at Galveston. As the railroads have placed an embargo on Galveston it makes it impossible for the seller to perform his part of the contract. Practically all of the elevator men located on the Santa Fe and Rock Island R. R. in this state are unable to fulfill their part of the contract and are holding the wheat in store.

Trusting this opinion which follows may be of interest to your readers.—Very truly yours, E. J. Smiley, Sec'y, Topeka, Kan.

THE OPINION OF STONE & McDERMOTT.

You have submitted to us for opinion a contract made by one of your members, by the terms of which it has agreed to sell certain amounts of wheat, thirty days shipment, expiring Aug. 20, 1914, Galveston billing. The contract contains the clause: "Delivery of grain on this contract not perfected until grain reaches destination and has been inspected and weighed."

The seller is unable to get billing from any road to Galveston on account of the embargo laid by the carriers, which, in turn, is caused by the unsettled conditions in ocean carrying and ocean insurance, occasioned by the war conditions in Europe.

The questions submitted are: First, is the seller relieved from performance on account of a supervening condi-

STATEMENT OF GRAIN SOLD.

SETTLEMENT AND DIVISION.

FINSON-BEALL GRAIN CO.

In Account With

John Doe & Richard Roe

MONTICELLO, ILL. 19.....

KIND OF GRAIN	<i>Wh. Oats</i>		
AM'T. IN ELEVATOR	<i>3022 26</i>	BU.	
KEPT BY	<i>R. Roe (Tenant)</i>	<i>1022</i>	BU.
TOTAL CROP	<i>4044 26</i>	BU.	
LANDLORD'S	<i>1/2</i>	<i>2022 13</i>	BU.
PRICE	<i>31 1/2</i>	AMOUNT	<i>\$626 94</i>
SHELLING	<i>2022 13 @ 26</i>		
or Deducted		<i>\$ 40 45</i>	
THRESHING		<i>586 49</i>	
ACCOUNT		<i>\$</i>	
CHECK NO.	<i>412</i>	<i>\$586 49</i>	
TENANT'S	<i>3022 26 - 2022 13</i>	<i>1000 13</i>	BU.
PRICE	<i>32 1/2</i>	AMOUNT	<i>\$325 13</i>
SHELLING			
or Added		<i>\$ 40 45</i>	
THRESHING		<i>365 58</i>	
ACCOUNT	<i>L 77 329</i>	<i>\$ 43 60</i>	
CHECK NO.	<i>444</i>	<i>\$321 98</i>	

tion over which neither he nor the buyer has control, which renders performance as a matter of fact impossible; and.

Second, if not, has the seller recourse over against a carrier for refusing to comply with the common law obligation of a carrier to accept goods tendered it for shipment.

The second question is much easier of answer than the first. In the absence of discrimination, the carrier has discharged its duty if it has used reasonable diligence in providing facilities for handling the crop under conditions that are not extraordinary. It is not bound to provide equipment enough to handle a crop where an unforeseeable war stops the outlet and raises a situation not apt to recur in a lifetime. It is assumed that the carriers have used diligence in freeing and providing equipment sufficient to handle the large crop if ocean transportation had been kept open; if such is the fact, their duty is discharged.

The seller is not at fault; the buyer is not at fault; the carrier is not at fault; the United States is at peace with the world. Yet the railroad, the telegraph, the cable have drawn the natives of the world so close that a war between foreign countries has made impossible of performance a contract for the delivery of Kansas wheat. Whether the seller may be held upon his contract where he is powerless to perform presents an interesting question; one that is not free from doubt in the adjudicated cases, and one that becomes more doubtful when it is realized that a new law may be made by a court to meet new conditions. A distinguished layman to whom the question was put yesterday suggested, upon reflection, that the sportsmanlike thing would be to declare "all bets off." Whether the courts would find a way to arrive at that end is open to grave doubt.

In a note to the case of *Danenhower v. Hayes*, 33 L. R. A. (N. S.) 698, the editor declares the law to be settled by a "multitude of cases," that—

"When a party by his own contract creates a duty or charge upon himself, he is bound to make it good, if he may, notwithstanding any accident by inevitable necessity, because he might have provided against it by his contract."

The same general rule has been declared by other writers of standing. It has accordingly been held that the freezing of a river upon which a boat was in transit did not excuse the failure of the boat to arrive by contract time. And it does not alter the rule because the impossibility springs from the action or failure of action of a third party. A bond provided that a certain case should be tried before a certain judge at a certain time; the judge was incapacitated and could not hear the case. It was held not to discharge the obligation of the bond.

There is another rule of law which might be here invoked. It is that where a contract assumes the existence of a certain thing, or person, that the destruction or non-existence of that thing or person excuses performance. For example, a man agrees to work personally for another for a year; he dies; performance is excused.

Under modern conditions, contracts for the delivery of grain a thousand miles distant do depend upon the maintenance of railroad communication. Whether the law, which finds its beginning when carriage was by wagon or canal boat, and commerce on land limited to a few miles, will follow the growth of commerce and say that uninterrupted railway service is a factor upon which the existence of such a contract as this necessarily depends, no one can definitely say. It presents a case appealing strongly to the conscience of a court; but to so hold would introduce an uncertainty into contracts that the courts probably would be slow to do.

Another rule that might be called into play is whether or not there entered into this contract an implied condition, between the parties, that the seller should only be held in event the railroads would accept billing. It is our understanding that this is the first general embargo that grain shippers have encountered. Whether such an implied condition is read into the contract depends very largely upon the willingness of the courts to relieve against the situation presented.

There are cases, notably an early Pennsylvania case, which hold that under circumstances similar to this, the seller is excused. The prevailing rule of law, however, at present is to the contrary. The fact that there are cases contrary to the general rule, and the fact that courts do adopt new rules to govern conditions arising by reason of the advance of the times, raises enough doubt about the matter to prevent a definite opinion.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

What Is Most Effective Weevil Exterminator?

Grain Dealers Journal: Will the Journal please advise us the most effective exterminator for weevil in warehouse and elevator? The warehouse in which our sack grain is stored seems to be more infested than the elevator bins. Also advise us the best mice and rats exterminator.—B. K.

Ans.: Bisulfid of carbon is the most practical exterminator of weevil. This is a liquid which is poured on top of the grain, evaporating and creating a death atmosphere, fatal to rats and mice as well as weevil.

Postage on Grain Samples?

Grain Dealers Journal: Will the Journal please advise us the correct postage on a 4 oz. sample of grain or seed and refer us to the section or clause in the postal rates where this may be found.—R. E. Jones Co., Wabasha, Minn.

Ans.: The rate on sample of grain or seed of 8 ounces or less is 2 oz. for 1 cent. Over 8 ounces sample grain or seeds take the same rate as ordinary parcel post matter and are subject to the same zonal rates and distances.

The present rate went into effect March 16, 1914, and is found in Circular III, issued in April by the Division of Classification, Post Office Dept., as follows:

"Parcels weighing 8 ounces or less containing books, seeds, cutting, scions, roots, bulbs and plants, 1c for each 2 ounces or fraction thereof, regardless of distance.

"Parcels weighing more than 8 ounces containing books, seeds, plants, etc., parcels of miscellaneous printed matter weighing more than 4 pounds, and all other parcels of fourth-class matter weighing more than four ounces are chargeable, according to distance or zone, at the pound rate as shown in the parcel post tables, a fraction of a pound being considered a full pound."

The postage, therefore, on a 4-oz. sample is 2 cents.

Collecting No Apparent Leakage Claim.

Grain Dealers Journal: I have a claim against the railroad company for shortage of about 25 bus. of wheat from car which arrived at destination with seals intact and no apparent leakage. This car was weighed under the Supervision of the Joint Rate Inspection Bureau at both destination and point of origin. We are both confident that we weighed into and out of the car, our respective weights. There is no visible sign of leakage and the claim agent claims he has no record of the car being repaired en route. Can you give me any information on how to collect this no apparent leakage claim?—A. J. Carpenter, Edwardsburg, Mich.

Ans.: The fact that the car shows no visible signs of leakage proves nothing. Cars leak in transit thru the jolting on rough track when they show no leak standing still. The crack thru which the grain was escaping may have sprung shut later.

If shipper's weight was carefully taken at point of origin he has a good case against the railroad company. The courts have so decided in several cases, the latest being that published on page 307 of this number of the Journal, where the Justin Mill & Elevator Co. got judgment for \$107.12 on the basis of the weight at point of origin. This decision by the highest court in Texas can be cited as a precedent in Michigan courts.

Claim agents are expected by their em-

ployers to protect the company against unjust claims; but if a copy of this decision is filed with the claim agent with the papers and his attention is directed thereto, showing the law to be against him, he can justify himself in paying the claim. If he does not, bring suit.

Where to Obtain Cocoanut Meal?

Grain Dealers Journal: This department is anxious to secure information as to where we can obtain cocoanut meal. If readers of the Journal can give us the information it will be appreciated.—Helm Rabil, in charge of dairy farming investigations, Bureau of Animal Industry, U. S. Dept. of Agriculture, Washington, D. C.

Ans.: Attempts to make cocoanut into meal are said so far to have been unsuccessful, as the cocoanut will not stand up under the crushing. The nearest approach to meal is a sort of coarse fodder.

The cocoanut products of commerce are sold by the Chapman & Smith Co., Chicago, Ill., and Jaburg Bros., New York.

British Government War Insurance.

Government insurance is limited to goods carried on voyage by British vessels which have insured under the Government war risk scheme. Application must be made to the War Risk Office, London, either by personal representation or thru a London broker. Provisional value and payment of the premium is then required. No claims will be paid in excess of this value. The return of premiums will be made and losses settled on the basis value covered by ordinary marine insurance. In order to comply with these conditions a cargo must be covered by marine insurance either with the Lloyd British insurance companies or their approved companies or underwriters, so as to prove the value in case of loss. Only sailings or callings subsequent to August 4 will be accepted, provided the voyages are approved. There are some restricted areas, only ascertainable from day to day at the London office. At present these are very few.

The scheme contemplates covering all voyages except to the enemy's country. It is understood that the question of contraband is not considered as to a cargo to English or the allies' ports. The ownership of the cargo is immaterial, barring enemies. It is also understood all reputable English or American companies would be considered approved and their evidence as to insured value accepted. Rates are the same for all. Any voyage is four guineas.

AS to the state of the country's supply of wheaten breadstuffs, they are at the moment fairly substantial. In the ports of the United Kingdom there is sufficient wheat and flour to provide for three weeks' consumption; in millers' stores and at railway depots there is probably another three weeks' supply of wheat and flour; bakers and householders throughout the country between them hold an addition two weeks' supply, and finally there is the new crop of native wheat now being harvested, which will be ready for use before the supply already named is exhausted. Reckoning the British crop as equal to 10 weeks' supply we see that there are at least 18 weeks provided for. With regard to additional supplies there are a good number of cargoes due to arrive in British ports within the next few weeks.—*Corn Trade News*, Liverpool, Aug. 4.

Grain Exports Resumed.

FIFTEEN vessels have recently arrived at Galveston to load wheat for Europe.

GALVESTON on Aug. 21 report d 15 steamers about due to load for England and France.

THE LINER Celtic cleared port at New York Aug. 19 with a cargo of 5,000 tons of foodstuffs.

THE STEAMSHIP Numidian of the Allan line sailed from Boston with 64,000 bus. of wheat on Aug. 15.

A STEAMER was chartered at Baltimore Aug. 19. It is presumed that she will carry oats to some French port.

SHIPMENTS of over 600,000 bus. of wheat were made from Boston in five British steamers during the week following Aug. 17.

WHEAT sold to Germany by exporters from the Montreal market is now being placed elsewhere or reshipped to terminal markets.

THE STEAMER Ramsey with 218,000 bus. of wheat on board cleared from Galveston Aug. 14. The Ramsey is bound for a European port.

THE STEAMER Arabic of the White Star Line left Boston, Mass., recently with 40,000 bus. of wheat and 60,000 bus. of oats. The vessel is bound for Liverpool.

THREE CARGOES of wheat destined to German ports were seized by British battleships recently. The wheat was shipped by Simonds-Shields Grain Co., Kansas City, Mo. E. W. Shields of the firm stated that his company expected payment for the grain eventually.

THE PATRIA of the Fabre Line left New York on the morning of Aug. 17. She carried a large quantity of grain besides other supplies and was bound for Marseilles.

NEARLY 1,000,000 bus. of oats were reported sold for export from Chicago on Aug. 18 and 19. Most of this grain is intended for France and will be handled thru the Baltimore market.

A CARGO of 200,000 bus. of Kansas wheat has been sold and shipped to Brazil by the Hall-Baker Grain Co., Kansas City. The shipment was sent from New Orleans during the latter part of August.

THREE cargoes of wheat were bot and paid for on cable orders from London by Chicago bankers on Aug. 15. One of these cargoes was carried on the steamer Ramsey that sailed Aug. 14 from Galveston.

SALES of 1,000,000 bus. of wheat were reported between the United States seaboard and France, Spain and Portugal on Aug. 18 on the Chicago Board of Trade. Only a part of this was new business, most of it being resales.

WEALTHY SWISS now living in United States have offered to buy and ship \$1,000,000 worth of wheat to their native land to prevent food shortage, according to Dr. Paul Ritter, Swiss minister to the United States.

THE GRAIN congestion at New Orleans is being materially relieved now. The British steamer Karma sailed for Gibraltar Aug. 17 with 208,000 bus. grain; and four other British vessels have loaded since. Several cargoes are due to leave for Antwerp on Belgian steamers soon.

THE BRITISH steamer Pearline cleared from Portland, Ore., Aug. 22 for St. Vincent with a cargo of 209,000 bus. This is the first shipment of wheat from the Pacific Coast since the opening of the European war.

SIX VESSELS carrying cargoes of over 1,000,000 bus. of grain cleared the port of New Orleans between Aug. 14 and 18 according to reports by the officials of the I. C. R. R. This amount relieved the congestion considerably.

A CARGO of 50,000 bus. of wheat and another of foodstuffs left New York for Liverpool Aug. 19. The wheat was carried by the steamer Cunarder Laconia which sailed in disguise in order to evade German cruisers.

WITH CARGOES aggregating 663,000 bus. of wheat, the British steamers Daybreak and Coleby and the French steamer Mississippi cleared port at New Orleans for Europe Aug. 18. Seven other vessels were then taking on wheat for the continent.

A CARGO of 140,000 bus. of wheat cleared the port at Galveston recently for Liverpool. It was carried in the steamship Spectator and was shipped by Wallingford Bros., Wichita, Kan. On the whole exporters think that the situation is much better.

THE INDIANA, Carlton, Astraca, and Wellbury, four British vessels, carrying a total of 860,000 bus. of wheat, cleared port at Galveston on Aug. 18. The steamers were bound for London and Liverpool. Other vessels were loading grain in the harbor at the time.

A CARGO of 240,000 bus. of wheat was made ready for shipment from Port Arthur, Tex., to Denmark on the British steamship Watermouth Aug. 11 by Norris & Co., grain exporters. The representative of the exporters said that he believed it now safe to ship from gulf ports to France or England.

THE BRITISH steamer Alston cleared the port of Galveston on the morning of Aug. 9 with a cargo of wheat. The captain received his sailing orders on the morning of the 8th and clearance papers were granted his vessel on the same evening after lengthy instructions from Washington.

THE GERMAN steamer Dacia in port at Port Arthur, Tex., will probably register under the United States flag before leaving for the continent with a cargo of 122,000 bus. of wheat. Norris & Co. loaded about 50,000 bus. of her cargo. The boat will probably go to some other port than Hamburg when she does sail.

MORE THAN 500,000 bus. of wheat and a considerable quantity of other foodstuffs have recently been shipped from Philadelphia. The amount was exported in five vessels. The first to leave was the British steamer Haverford bound for London with 145,600 bus. of wheat, 45,000 sacks of flour, and 500 sacks of oat-meal. The other ships were the Mariner with 125,000 bus. wheat, the Maine with 125,000 bus. wheat, and the Zuiderdyk and Stark each with about 125,000 bus. of wheat.

THE TRAMP steamer Otta flying the Swedish flag cleared at Montreal Aug. 6 with a cargo of grain for Liverpool. According to marine insurance experts the Otta's cargo is contraband owing to the fact that she is sailing from one English port to another. She is depending on the neutrality of her flag to protect her on the trip. The Otta had been laying off Windmill Point since July 25 awaiting orders before loading.



The Upward Push.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Ivesdale, Ill., Aug. 18.—Old corn about all sold.—P. E. Flavin, mgr., Ivesdale Grain Co.

Cuba, Ill., Aug. 13.—Wheat selling for feed at \$1.00; cannot get corn at any price.—W. J. Turner.

Sadorus, Ill., Aug. 12.—About 15% of old corn in farmers' hands.—J. A. Freeman, agt. Sufferin-Hunt Co.

Springfield, Ill., Aug. 1.—Few oats threshed in southern Illinois; most of crop cut with mower or pastured.—State Board of Agriculture.

INDIANA.

New Carlisle, Ind., Aug. 19.—Wheat all harvested; about one-third new wheat on market so far; one-sixth old corn in farmers' hands which will be used for feed; no new rye or oats will be moved until farmers see how corn will turn out.—N. H. Reinhard, agt. Pears East Grain Co.

IOWA.

Rodney, Ia., Aug. 21.—All winter wheat in; no oats.—A. B. Doolittle, agt. Neola Elvtr. Co.

Des Moines, Ia., Aug. 16.—Threshing progressing rapidly; in many localities completed.—Iowa Section, Weather Bureau, Dept. of Agriculture.

Lorah, Ia., Aug. 14.—Winter wheat movement large; have handled 25,000 bus. so far. Very little old corn for sale; farmers holding oats.—C. W. McCaustland.

Watkins, Ia., Aug. 15.—Threshing practically all done; only a few jobs of stack threshing left. Some of old corn held back by the farmers is beginning to move to market, but new oats being held for better prices.—Ray Beuter, mgr. Watkins Grain Co.

KANSAS.

Bogue, Kan., Aug. 14.—Farmers holding wheat at present prices.—J. N. Fulkerson, agt. Shellabarger Mill & Elvtr. Co.

Dresden, Kan., Aug. 19.—Threshing well under way; will have plenty corn to feed country.—G. W. Roller, Jennings & Roller.

Latimer, Kan., Aug. 14.—Shock threshing over; about two-thirds of grain stacked. Have handled 21,000 bus. of wheat in our new elvtr. and expect to have from 25 to 30,000 bus. more.—C. L. Kasten, mgr. C. E. Robinson Grain Co.

LOUISIANA.

New Orleans, La., Aug. 1.—Receipts for July were 6,903,000 bus. wheat, 147,000 bus. corn, 156,000 bus. oats; compared with 3,234,000 bus. wheat, 179,000 bus. corn and 254,000 bus. oats for July, 1913. Shipments were 2,761,000 bus. wheat, 128,000 bus. corn, 141,000 bus. oats; compared with 1,407,000 bus. wheat, 208,000 bus. corn and 6,000 bus. oats for 1913.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md., July 30.—The first car of new oats to reach this market arrived today from Ohio, graded new standard and sold for 42½c per bu.

MICHIGAN.

Lansing, Mich., Aug. 7.—Total number of bus. of wheat marketed in July, 202,274; the amount marketed in 12 months, August—July, shows that about 2,000,000 bus. are still in farmers' hands; 133 mills, elvtrs. and grain dealers report no wheat marketed in July.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Ada, Minn., Aug. 12.—Some threshing of early grain done.—John A. Munson, agt. St. Anthony & Dakota Elvtr. Co.

Fairmont, Minn., Aug. 15.—Some small grain being threshed.—A. B. Loomer, agt. Independent Grain & Lumber Co.

Minneapolis received during July 4,393,-919 bus. of wheat, 511,580 bus. of corn, 830,-000 bus. of oats, 111,380 bus. of rye, and 943,550 bus. of barley; compared with 4,-180,710 bus. of wheat, 301,690 bus. of corn, 1,607,210 bus. of oats, 210,920 bus. of rye, and 1,930,650 bus. of barley in July, 1913. Shipments during July were 2,632,140 bus. of wheat, 508,800 bus. of corn, 930,220 bus. of oats, 43,700 bus. of rye, and 860,110 bus. of barley; compared with 2,231,360 bus. of wheat, 281,600 bus. of corn, 415,730 bus. of oats, 11,510 bus. of rye and 1,393,970 bus. barley in July, 1913.

Duluth, Minn., Aug. 1.—For the 12 months ending July 31, 1914, Duluth received 44,325,187 bus. of spring wheat, 14,-554,549 of durum, 3,757,347 of winter wheat, 7,637 bus. of western or a total of 62,644,-720 bus. of wheat; 794,884 bus. of corn; 5,794,975 of oats, 1,351,357 of rye and 10,-895,257 bus. of barley; compared with 69,-788,111 bus. of spring wheat, 14,668,075 of durum, 1,361,210 of winter and 245,216 of western or a total of 86,081,613 bus. of wheat, 446,867 of corn, 9,349,671 of oats, 2,-337,525 of rye and 14,503,797 bus. of barley in the 12 months ending July 31, 1913. Total receipts of all grain in the same length of time were 9,985,611 of bonded and 90,229,435 bus. of American; compared with 14,743,887 of bonded and 129,788,954 of America in 1912-1913. Receipts of Canadian grain for year ending July 31, 1914, were 4,575,878 bus. of wheat, 3,189,894 of oats and 824,815 of barley; compared with 8,071,702 bus. of wheat, 1,550,743 of oats and 1,020,473 bus. of barley in year ending July 31, 1913. Shipments for the 12 months ending July 31, 1914, included 45,702,339 bus. of spring wheat, 13,983,851 of durum, 3,420,757 of winter, 6,542 of western or a total of 63,113,489 bus. of wheat, 803,038 bus. of corn, 6,760,845 of oats, 1,288,483 of rye and 11,144,521 of barley; compared with 62,790,323 bus. of spring wheat, 14,307,046 of durum, 994,191 of winter and 245,637 of western or a total of 78,337,207 bus. of wheat, 438,713 of corn, 8,351,202 of oats, 2,-302,636 of rye and 14,081,014 of barley shipped in the year ending July 31, 1913. Total shipments of all grain for 1913 were 9,042,393 bus. of bonded and 92,511,358 of American; compared with 14,657,973 bonded and 118,841,153 American for 1912-13. Shipments of Canadian grain for the year ending July 31, 1914, were 4,550,479 bus. of wheat, 3,254,748 of oats and 846,976 bus. of barley; compared with 8,230,498 bus. of wheat, 1,493,598 of oats and 1,019,749 of barley shipped during the year ending July 31, 1913. The total receipts of all grain including flaxseed for the year ending July 31, 1914, were 100,215,046 bus. and shipments amounted to 97,553,751 bus.; compared with 144,532,841 bus. received and 133,499,126 bus. shipped in the year ending July 31, 1913.—Chas. F. Macdonald, sec'y Board of Trade.

MISSOURI.

O'Fallon, Mo., Aug. 20.—No wheat moving.—E. W. Woods.

Blackburn, Mo., Aug. 21.—No corn will be shipped out; all will be fed.—E. L. Freerking.

NEBRASKA.

Nora, Neb., Aug. 10.—Wheat threshing all done.—Grant E. Sanburg.

Oakland, Neb., Aug. 13.—Grain moving slowly.—R. G.

Riverton, Neb., Aug. 12.—Will be about 50 cars of wheat shipped from here.—S. S. Crilly.

Shickley, Neb., Aug. 10.—Farmers holding about ¾ wheat.—Eno Johnson, agt. J. Delaney.

Glen Rock, Neb., Aug. 12.—We will probably have 20 cars of corn to ship out this season; we will also ship out some oats.—W. H. Wilson, agt. L. L. Coryell.

Carroll, Neb., Aug. 17.—Threshing about ½ done.—H. Fitz Simmons, agt. Anchor Grain Co.

Tobias, Neb., Aug. 10.—Shock threshing over.—A. E. Pratt, agt. W. F. Barstow Grain Co.

Gibbon, Neb., Aug. 14.—Shock threshing most over.—G. R. Little, agt. T. B. Horn Grain Co.

Schuyler, Neb., Aug. 12.—Shock threshing all done.—Edw. W. Zerzan, mgr. Farmers Grain Co.

Clearwater, Neb., Aug. 10.—Threshing on m full swing.—V. H. Uridel, mgr. Clearwater Elvtr. Co.

Riverdale, Neb., Aug. 11.—Shipments have been light here for the last 3 years.—Farmers Elvtr. Co.

Palisade, Neb., Aug. 10.—No wheat moving; all looking for better prices.—E. A. Felzien, agt., Shannon Grain Co.

Moorefield, Neb., Aug. 19.—Not much wheat being sold as farmers think war will bring higher prices.—James Pearson, agt. Shannon Grain Co.

Upland, Neb., Aug. 13.—No oats will be marketed at this station.—Thos. C. Lorenzen, agt., Peoples Grain, Coal & Live Stock Co.

Wilsonville, Neb., Aug. 10.—Looks now as tho we would have to ship in corn.—J. O. Bustad, mgr. Farmers Independent Shipping Ass'n.

Stanton, Neb., Aug. 14.—Farmers feeding all grain they raise and buying the surplus a few farmers have to sell. Our county heads the list in the number of cattle and hogs raised, fed and marketed.—Agt. Nye-Schneider-Fowler Co.

NORTH DAKOTA.

Bantry, N. D., Aug. 20.—Threshing begins today.—E. N. Rice, mgr. Farmers Elvtr. Co.

Devils Lake, N. D., Aug. 21.—Threshing just started.—T. J. Gagan, agt. National Elvtr. Co.

Mantador, N. D., Aug. 17.—Threshing in full blast.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

New Rockford, N. D., Aug. 21.—Threshing will be general Aug. 25; no grain moving yet.—J. C. Farmer, agt. Ely Salyards & Co.

Abercrombie, N. D., Aug. 21.—Little threshing done in this vicinity.—L. W. Westerson, sec'y Abercrombie Mill, Grain & Elec. Co.

Baldwin, N. D., Aug. 21.—Cutting about finished; threshing will be in full blast in 10 days.—Percy Freeman, agt. Baldwin Grain Co.

OHIO.

Lynchburg, O., Aug. 18.—Not much wheat loaded here this year; more than usual held by farmers.—Dewey Bros. Co.

OKLAHOMA.

Henryetta, Okla., Aug. 15.—Oats about all threshed.—J. W. Colclazir, Henryetta Mill & Elvtr. Co.

Hydro, Okla., Aug. 14.—Practically no wheat receipts; farmers holding back for better prices.—A. B. Richert, mgr. Farmers Grain & Elvtr. Co.

SOUTH DAKOTA.

Pierpont, S. D., Aug. 14.—Threshing just commenced.—A. Houghton, agt. National Elvtr. Co.

Garretson, S. D., Aug. 19.—Shock threshing finished.—F. A. Nickel, agt. Thorpe Elvtr. Co.

Alcester, S. D., Aug. 19.—War time and drouth have made farmers very bullish; grain being marketed sparingly. If like conditions exist elsewhere, we look for a year of high prices.—J. J. Overholtzer, mgr. Farmers Co-operative Ass'n.

Imports of Wheat into Belgium.

During the four weeks prior to Aug. 3 Belgium imported 3,840,000 bus. of wheat and of flour as wheat; against 4,352,000 bus. of wheat and flour as wheat during the corresponding weeks of 1913.

Imports into United Kingdom.

During July the imports of wheat into the United Kingdom were 4,000,000 to 5,500,000 bus. weekly, about the same as a year ago. Corn imports ranged from 1,500,000 to 2,500,000 bus., a little heavier than a year ago. Oats imports at about 1,000,000 bus. per week, were considerably lighter than a year ago.

Exports of Grain, Weekly.

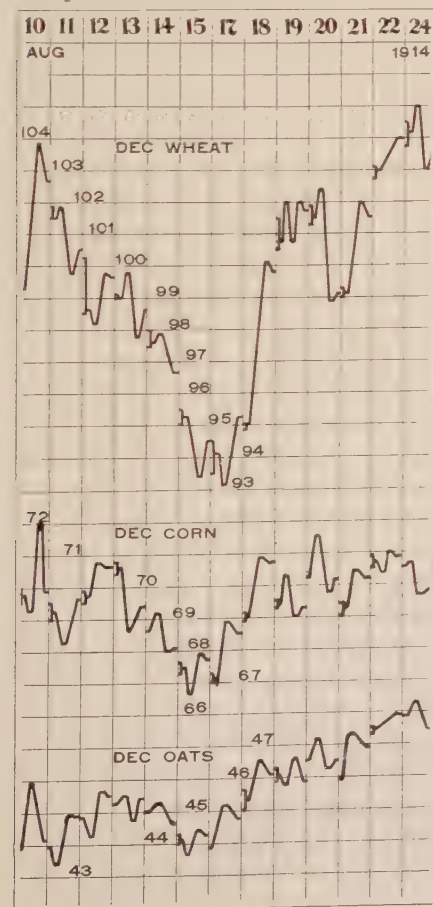
Many persons have been under the impression that exports of grain have entirely ceased on account of the European war. That the reverse is true is shown by the statistics of shipments from the seaboard, which have been not far from normal and in the last week broke recent records.

Corn exports have been small on account of the short crop last year. For the 8 weeks prior to Aug. 24 corn exports were 515,000 bus., against 1,049,000 for the corresponding weeks of 1913. Exports of wheat and oats from the Atlantic seaboard for the past 8 weeks and for the corresponding period of 1913 have been as follows:

Week ending.	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4.	3,794,000	3,358,000	470,000	550,000
July 11.	5,758,000	3,535,000	672,000	647,000
July 18.	5,087,000	2,130,000	474,000	444,000
July 25.	7,711,000	4,199,000	277,000	207,000
Aug. 1.	8,196,000	4,472,000	345,000	437,000
Aug. 8.	4,348,000	6,278,000	384,000	118,000
Aug. 15.	3,425,000	6,551,000	289,000	366,000
Aug. 22.	9,286,000	5,731,000	612,000	218,000
Total	47,404,000	36,254,000	3,514,000	3,987,000

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar Charts back ten years see The Journal's Chart Book.



Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during June, 1914; compared with June, 1913; and for the 12 months ended July 1, 1914; compared with the corresponding period ended July 1, 1913, as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were in bus. as follows:

IMPORTS.				
	June.		Twelve months ended July 1.	
	1914.	1913.	1914.	1913.
Wheat	44,750	21,083	1,078,937	798,028
Corn	1,596,309	19,124	12,367,369	903,062
Oats	231,918	6,087	2,283,624	723,809
* Rice	24,359,709	22,815,113	297,604,917	222,103,547
Beans	106,345	70,021	1,634,070	1,048,297
Dr. peas	28,729	12,012	866,488	1,134,346
EXPORTS.				
Wheat	7,395,116	5,660,808	92,393,775	89,036,428
Corn	925,704	742,873	9,880,855	49,064,967
Oats	243,743	250,993	1,859,949	33,759,177
* Rice	1,556,931	597,945	22,414,326	38,908,057
Barley	343,265	349,722	6,644,747	17,536,703
Rye	553,290	322,882	2,222,734	1,822,962
Buckwheat	35	2	580	1,347
Beans and dr. peas	24,098	22,540	314,655	400,868
EXPORTS OF FOREIGN GRAIN.				
Wheat	41,990	13,000	746,392	78,690
Corn	54	.....	4,011	35,887
Oats	71,131	1,250	726,297	4,750
* Rice	2,595,875	1,010,585	17,787,031	12,681,157
Beans	6,216	2,411	25,051	41,273
Dr. peas	22,388	44,931	233,971	348,510

*Includes cleaned and uncleaned rice, broken rice, rice flour, meal, bran and polish stated in pounds.

Imports of Wheat into France.

During the four weeks prior to Aug. 3 France imported 1,920,000 bus. of wheat and flour as wheat; compared with 2,088,000 bus. of wheat and flour as wheat during the corresponding weeks of 1913.

France's imports of wheat vary greatly from season to season. The heaviest imports during the past 10 years were during the crop year 1910-1911, when they amounted to 80,000,000 bus. In 1908-9 there were no imports, the country reporting 424,000 bus. During the last crop year France has imported 50,000,000 bus. between Aug. 1, 1913, and July 1, 1914; against 39,000,000 bus. for the corresponding period of 1912-13. The imports during June, 1914, were 5,800,000 bus.

Wheat and Flour Export Large.

Wheat and flour exports from America during the week ended Aug. 22 far exceeded the expectations of exporters, according to statistics compiled by Bradstreets for the week. The shipments, while considerably below the normal of other years, showed a remarkable advance over the week ending Aug. 15. The exports in detail for the week for wheat and flour are 6,941,000 bus. and for corn 49,000 bus.; compared with 7,033,000 bus. of wheat and flour and 61,000 bus. of corn for the corresponding week last year. The shipments of wheat and flour for the previous week were only 3,726,000

DAILY CLOSING PRICES.

The closing prices of wheat and corn for September delivery at the following markets for the past two weeks have been as follows:

	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.
	10.	11.	12.	13.	14.	15.	17.	18.	19.	20.	21.	22.	23.
Chicago	96%	94½	93%	92%	90%	88¾	89%	89	94	96	94	96¾	99½
Minneapolis	105¾	104	101½	100%	98¾	96¾	95%	102½	105½	101½	104	106¾	106%
Duluth	107¼	106	104¼	103	101	99¾	98	105	107½	104½	106	108¾	109½
St. Louis.....	96¼	93¾	92½	91%	90½	89¼	89%	84½	96¾	94½	97½	99¾	99½
Kansas City....	91¾	89¾	87½	86½	84½	83¾	82%	83¼	90%	87½	90%	92¾	92½
Milwaukee	96¾	94½	93%	92¾	90%	88¾	89%	93%	95%	94	96¾	99½	99%
Toledo	103	101	99¾	98½	96%	94½	92½	92½	95¾	99¾	98¾	104¼	105¼
Baltimore	96¾	95¾	94¾	94¾	94	91¾	92	98	102¾	105%	102½	103%	105¾
*Winnipeg	109¾	107%	105%	104¼	101	99½	98	102¾	111	112½	111%	113%	115¼
*Liverpool	120½	.....	.....	.....	115%	115%	108	.....	.....	.....	.....	.....	.....

	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.
	10.	11.	12.	13.	14.	15.	17.	18.	19.	20.	21.	22.	23.
Chicago	77%	78½	80	79½	77%	76%	78½	79%	79½	78¾	79%	79%	79%
Kansas City....	78½	78¾	80¼	79%	78¾	77%	78%	80¼	79%	78%	79¾	79½	78%
†St. Louis.....	81¾	81	82	81¾	80¼	78¾	80	82½	82½	82	82½	80¾	69½
*Liverpool	93%	.....	.....	.....	89¾	89¾	81%	.....	.....	.....	80%	80%	.....

*October delivery. †Dec. corn after Aug. 22.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Can., July 11.—Acreage of fall wheat 973,300 acres, condition 78.19%; spring wheat acreage 10,048,700, condition 86.31%; all wheat acreage 11,022,000, condition 84.50%; oats acreage 10,814,500, condition 87.28%; barley acreage 1,597,600, condition 86.20%; rye acreage 111,280, condition 84.74% and peas acreage 205,950, condition 86.90%; compared with fall wheat acreage 970,000, condition 81.46%; spring wheat acreage 10,045,000, condition 87.80%; all wheat acreage 11,015,000, condition 86.31%; oats acreage 10,434,000, condition 87.71%; barley acreage 1,613,000, condition 88.39%; rye acreage 119,300, condition 85.95% and peas acreage 218,980 acres, condition 87.43% for corresponding date in 1913.—Geo. E. Foster, minister of trade and commerce, census and statistics office, dept. trade and commerce.

ILLINOIS.

Ivesdale, Ill., Aug. 18.—Corn looks good.—P. E. Flavin, mgr. Ivesdale Grain Co.

Emden, Ill., Aug. 13.—Corn better than last year; looks fine. Oats averaged 45 bus.—H. Van Beuning & Co.

Hartsburg, Ill., Aug. 13.—Corn will make $\frac{3}{4}$ crop. Oats average 40 bus.—L. G. Noll, mgr. Hartsburg Grain, Coal & Lumber Co.

Jacksonville, Ill., Aug. 19.—Corn poor; 20 to 30% of stalks are barren; drouth and chinch bugs were the contributing causes.—A. J. Jones, mgr. E. B. Conover Grain Co.

Cuba, Ill., Aug. 13.—Grain crops short; quality fair; dry weather still prevails; cutting corn crop short; many acres will not make more than fodder.—W. J. Turner.

Sadorus, Ill., Aug. 12.—Oats made 42 bus.; corn has been hurt some by drought but with a little rain will make 50 to 60 bus.—J. A. Freeman, agt. Suffern-Hunt Co.

Illipolis, Ill., Aug. 18.—Corn good as last year, probably average 35 bus.; oats averaged 23 bus.; will have average acreage of wheat.—H. C. Roberts, mgr. Illipolis Farmers Grain Co.

Pekin, Ill., Aug. 14.—Wheat in many places made 35 to 40 bus. Oats are good both as to quality and weight, averaged 45 bus. Corn in sand districts will probably not make over 5 to 7 bus.—Smith, Hippen & Co.

Springfield, Ill., Aug. 1.—Corn acreage 6,636,460 acres; condition 61%, a decrease of 31% since June 20, drouth having seriously damaged the crop. Winter wheat acreage 1,169,372 acres; spring wheat 51,694 acres; 4% of winter wheat winter-killed, leaving a total of 1,175,311 acres of all wheat for harvest; average yield per acre 18 bus.; total estimated yield 20,786,310 bus. Oats acreage 2,547,135 acres; average yield per acre 34 bus.; estimated total yield 87,435,362.—Illinois State Board of Agriculture.

INDIANA.

Clarks Hill, Ind., Aug. 15.—Crops are short here.—Jos. M. Young, mgr. Seegar & Witt.

Tippecanoe, Ind.—Corn on the high ground is burned out, but on the low ground it is still green and with rain that part of our acreage might yield half a crop.—C. M. Urschel.

New Carlisle, Ind., Aug. 19.—Corn acreage about same as 1913; had excellent prospect, but on account no rain for 7 weeks until Aug. 10 corn on high land is fired; rain past week helped lowland corn; will not make over $\frac{1}{2}$ crop; rye crop light; will only yield about 1,000 bus.—W. H. Reinhard, agt. Pears East Grain Co.

IOWA.

Roife, Ia.—No winter wheat in this section.—L. W. Larson.

Lorah, Ia., Aug. 14.—Corn prospects never better; oats a fair crop.—C. W. McCaustland.

Rodney, Ia., Aug. 21.—Wheat will make about $\frac{1}{2}$ crop; not many oats raised here; corn crop will be short this fall; little over $\frac{1}{2}$ crop; too dry for corn to fill in good shape.—A. B. Doolittle, agt. Neola Elvtr. Co.

Watkins, Ia., Aug. 15.—Oats yielding 25 to 35 bus.; some testing 35 $\frac{1}{2}$ lbs. Corn very much in need of rain or yield will be light; have had no rain to speak of during the past 2 months; in an area of 100 sq. miles corn is fired 3 feet up from the ground from intense heat and drouth.—Ray A. Beuter, mgr. Watkins Grain Co.

Iowa.—Same quantity barley produced as last crop; yield per acre somewhat larger, but material decrease in acreage; quality variable, largely medium or light weight; much undesirable for malting purposes, due to unsoundness; considerable damage was incurred by heat and some by drouth; color shows damage from moisture, nearly all discolored; much badly so; acreage decreased 16%; yield averages about 26 bus. or 4 bus. more than 1913 crop and 7 bus. less than 1912 crop.—E. P. Bacon Co., Milwaukee, Wis.

Des Moines, Ia., Aug. 16.—Temperature for week normal; light to copious showers in few localities, but over larger part of state rainfall was practically nil; corn steadily retrograding; much in southern districts past stage where rain would be of any benefit; on sandy soil is firing badly in all parts of state; prospective crop has been reduced 8 to 10 million bus. during week; in many localities over northern $\frac{1}{2}$ of state crop is in excellent condition; sufficient rainfall to assure its maturity; in some of southern counties, corn is being cut to save fodder; little fall plowing has been done.—Iowa Section, Weather Bureau, Dept. of Agriculture.

KANSAS.

Dresden, Kan., Aug. 19.—Wheat making 20 to 32 bus.; quality good; corn will be fair; barley and oats light.—G. W. Roller, Jennings & Roller.

Long Island, Kan., Aug. 17.—Wheat good; averaging 16 bus.; corn badly damaged by drouth; will make about 10 bus.—J. J. Mills, mgr. Farmers Union Elvtr.

Bogue, Kan., Aug. 14.—Corn in splendid condition; smaller acreage than usual; wheat making 22 bus.—J. N. Fulkerson, agt. Shellabarger Mill & Elvtr. Co.

Latimer, Kan., Aug. 14.—Heavy rains after harvest made wheat bad color and poor quality; yield good; 25 to 40 bus. Corn hurt some by dry weather; drouth broken a few days ago by good rain; will make 25 to 30 bus.—C. L. Kasten, agt. C. E. Robinson Grain Co.

LOUISIANA.

Crowley, La., Aug. 18.—Rice harvest of the early Honduras varieties is now in progress; crop will be 30% less than last year's.—C. F. Mathews, Mathews Feed & Storage Co.

MICHIGAN.

Owosso, Mich., Aug. 13.—Corn an excellent crop.—The Young Randolph Seed Co.

Lansing, Mich., Aug. 7.—Average estimated yield of wheat in state 18.67 bus.; good quality; considerable damage by Hessian fly in southwestern part of state; total estimated yield 13,500,000 bus.; 11% of fall plowing done. Average yield of rye 15.33 bus.; total estimated yield 5,750,000 bus. Corn condition 89%; compared with 87 a year ago. Oats yield 35.06 bus.; total estimated yield 55,000,000 bus. Condition of beans 88%; compared with 87% a year ago.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Fairmont, Minn., Aug. 15.—Small grain not very good quality; oats yielding 35 bus.; barley 28 bus.—A. B. Loomer, agt. Independent Grain & Lumber Co.

Harmony, Minn., Aug. 15.—Grain crop light; corn excellent.—Thos. Harstad.

Ada, Minn., Aug. 12.—Wheat making 16 to 17 bus.; barley 35 bus.; late grain will be poorer in quality and quantity.—John A. Munson, agt. St. Anthony & Dakota Elvtr. Co.

Minnesota.—Barley production less than last year due to decrease in acreage; quality not as good, being largely only medium or light weight; much hardly suitable to requirements of malsters, due to unsoundness of berry or account being light weight and shrunken; color shows damage from moisture, practically all being discolored to a greater or less degree; acreage decreased about 17%; yield averages about 21 $\frac{1}{2}$ bus. or practically the same as 1913 crop and 7 bus. less than 1912 crop.—E. P. Bacon Co., Milwaukee, Wis.

MISSOURI.

Slater, Mo., Aug. 20.—Corn $\frac{3}{4}$ crop; wheat made $\frac{3}{4}$ crop.—Slater Mill & Elvtr. Co.

Matthews, Mo., Aug. 18.—Have suffered severe drouth; corn crop short.—B. F. Swartz & Son.

Clinton, Mo., Aug. 22.—Corn about $\frac{3}{4}$ crop; fall wheat acreage will depend on rainfall.—W. H. Hurley.

De Witt, Mo., Aug. 22.—Corn same as last year; about $\frac{1}{2}$ crop; wheat acreage will be small.—Crispin & Crispin.

Glasgow, Mo., Aug. 20.—Wheat made $\frac{1}{2}$ crop; corn will average 50 bus. Do not raise oats here.—Glasgow Mlg. Co.

Higginsville, Mo., Aug. 21.—Corn poor account drouth; will not make over $\frac{3}{4}$ crop.—A. H. Meinershagen, mgr. Eagle Mill & Elvtr. Co.

Corder, Mo., Aug. 22.—Corn will make 75% crop; wheat acreage will be normal if drouth is broken so farmers can plow.—R. C. Frerking.

Blackburn, Mo., Aug. 21.—Corn poor account drouth. Wheat acreage will be smaller because of Hessian fly damage past season.—E. L. Frerking.

Mexico, Mo., Aug. 20.—Corn will make $\frac{3}{4}$ crop; some localities being fine and others badly hurt; oats failure; too short to cut. Large wheat acreage will be sown.—S.

Louisiana, Mo., Aug. 19.—Corn will only make $\frac{1}{2}$ crop account drouth and chinch bugs; oats failure; large acreage wheat will be sown.—J. C. Pribe, mgr. Anderson Garner Co.

MONTANA.

Flaxville, Mont., Aug. 19.—Crops good.—Richard Teslow, agt. Winter Truesdell Ames Co.

Brockton, Mont., Aug. 18.—Crops in this locality damaged 50% by extreme heat and drouth.—R. E. King, agt. Montana & Dakota Grain Co.

NEBRASKA.

Riverton, Neb., Aug. 12.—Corn needs rain.—S. S. Crilly.

Havelock, Neb., Aug. 12.—Corn crop has been short since 1911.—A. H. Aden.

Liberty, Neb., Aug. 10.—No corn to hand here and wheat was poor.—R. E. Rietz.

Berwyn, Neb., Aug. 10.—Very dry; corn going back; no rain for 6 weeks.—Miller & Wirt.

Pender, Neb., Aug. 14.—Corn looks good.—H. G. Heyne, agt. Holmquist Lumber & Grain Co.

Waco, Neb., Aug. 20.—Wheat made about 24 bus.; corn will make 25 to 40 bus.—J. A. Gilbert.

Shickley, Neb., Aug. 10.—Wheat acreage will be about same as last year.—Eno Johnson, agt. J. Delaney.

Wausa, Neb., Aug. 15.—Oats averaging 35 bus.; quality fine. Corn prospects 35 bus.—C. J. Johnson.

Superior, Neb., Aug. 10.—Very dry here; corn badly damaged; might make $\frac{1}{3}$ of a crop.—Elliott & Myers.

Sargent, Neb., Aug. 9.—Small grain fair; corn looking fine but needs rain; had less than an inch of rain during July.—Roy P. Leach, mgr. J. H. Currie.

Goehner, Neb., Aug. 11.—Corn a failure for the last two years.—F. A. Kursted, agt. Nye-Schneider-Fowler Co.

Winnebago, Neb., Aug. 11.—Corn prospects 90% of a crop.—F. J. Morgan, agt. Holmquist Grain & Lumber Co.

Glen Rock, Neb., Aug. 12.—Good crop prospects; Hessian fly hurt wheat some.—W. H. Wilson, agt. L. L. Coryell.

Tobias, Neb., Aug. 10.—Just had good rain; will have good corn crop.—A. E. Pratt, agt. W. T. Barstow Grain Co.

Clearwater, Neb., Aug. 10.—Grain fine quality; yield pretty fair. Corn looking fine; expect big crop.—V. H. Uridel, mgr. Clearwater Elvtr. Co.

Ragan, Neb., Aug. 11.—Crops good; wheat averaged 25 bus.; oats 30. Corn needs rain.—Carl Peterson, mgr. Farmers Grain & General Shipping Ass'n.

Odell, Neb., Aug. 12.—Corn a failure or nearly so; probably only 20 or 25% of an average crop. Wheat about 1/2 crop.—W. L. Temple, Central Granaries Co.

Nickerson, Neb., Aug. 8.—Corn looking bad; needs rain; damaged by hot winds. Wheat averaging 20 bus.; oats 50 bus.—A. P. Coulter, agt. Crowell Lumber & Grain Co.

Sterling, Neb., Aug. 10.—Wheat will not amount to over 100,000 bus. here, but corn will run to 150,000 bus. and oats to 50,000.—H. R. Gordon, mgr. Sterling Grain & Stock Co.

Sweetwater, Neb., Aug. 20.—Wheat fair crop in this territory; oats good; corn badly burned account dry weather and hot winds; rain now would do little or no good.—Highland Bros.

Humphrey, Neb., Aug. 20.—No oats crop since 1906; with yields we are getting now, it takes about 1/2 for home consumption and seed.—G. Graham, agt. Crowell Lbr. & Grain Co.

Stromsburg, Neb., Aug. 17.—Crops good; wheat averaging 17 bus.; oats 35 bus.; corn will be fair; making about 40 bus.; little dry now; need rain for fall plowing.—Agt. T. B. Hord Grain Co.

Upland, Neb., Aug. 13.—Wheat yield 25 to 30 bus.; good quality. Corn will be very small crop unless we have rain at once.—Thos. Lorenzen, agt. Peoples Grain, Coal & Live Stock Co.

Carroll, Neb., Aug. 17.—Oats making 25 bus.; test 30 to 32 lbs.; quality good; white; wheat yield small; corn drying up fast; will not be more than 1/2 crop.—H. Fitz Simmons, agt. Anchor Grain Co.

Palisade, Neb., Aug. 10.—Wheat making 8 to 27 bus.; need rain. Oats a fair crop; 20 to 30 bus.; barley 8 to 75 bus. Corn will be best crop we have if we get rain soon.—E. A. Felzien, agt. Shannon Grain Co.

Nora, Neb., Aug. 10.—Wheat averaging 22 bus.; oats a fair crop, making 55 bus.; lots of stacking done. Corn needs rain badly but have enough to feed. Farmers plowing for fall wheat.—Grant C. Sanburg.

Schuyler, Neb., Aug. 12.—Wheat averaging 15 bus.; compared with 28 bus. last year. Corn needing rain badly; hot winds in last week have done considerable damage.—Edw. W. Zerzan, mgr. Farmers Grain Co.

Gibbon, Neb., Aug. 14.—Wheat making 25 to 37 bus.; above average. Oats 45 to 60; acreage short. Too dry for fall plowing; corn cut short, about 1/2 crop; on account of dry weather.—G. R. Little, agt. T. B. Hord Grain Co.

Moorefield, Neb., Aug. 19.—Corn badly hurt in this immediate locality by severe heat and drouth of last 10 or 12 days; up to that time we had best prospects; not more than 1/2 to 1/3 crop is possible; 15 miles east of us there is a strip of country of a few miles that has good corn, because got a good rain or 2 that we did not get; our wheat splendid quality; poor yield and comes in full of weed seed, mostly lambs quarter.—James Pearson, agt. Shannon Grain Co.

Wilsonville, Neb., Aug. 10.—We will have about 275,000 bus. of wheat in this vicinity; no oats or barley; would be plenty of corn if it would rain at once, but prospects poor at present.—J. O. Bustad, mgr. Farmers Independent Shipping Ass'n.

NEW HAMPSHIRE.

Chichester, N. H., Aug. 3.—Corn and cats looking good; corn somewhat later than usual.—L. A. Sanborn.

NEW MEXICO.

Clovis, N. M., Aug. 10.—Crops are good but only a small part of the available acreage is under cultivation. Believe there will be an increase in the acreage if conditions are favorable. Wheat, kaffir and milo are the main crops.—Lester Stone.

NORTH DAKOTA.

Bantry, N. D., Aug. 20.—About 1/2 crop here.—E. N. Rice, mgr. Farmers Elvtr. Co.

Mantador, N. D., Aug. 17.—Wheat is No. 1 and easy to take care of.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Sutton, N. D., Aug. 10.—Grain spotted on account of black rust; lots of fields not worth cutting; others fairly good.—E. A. Harseim.

Devils Lake, N. D., Aug. 21.—Wheat making 8 to 20 bus.; grading from bad to No. 1 hard.—T. J. Gagan, agt. National Elvtr. Co.

New Rockford, N. D., Aug. 21.—Wheat badly rusted; durham crop good; oats and barley fair.—J. C. Farmer, agt. Ely Sal-yards & Co.

Griffin, N. D., Aug. 16.—Crops damaged by dry weather during July; yield will be light; wheat averaging 9 bus.; oats 25 bus.—Wm. Pollock, agt. Western Lbr. & Grain Co.

Abercrombie, N. D., Aug. 21.—Wheat making 12 to 18 bus.; quality good; corn ripening rapidly; will be out of way of frost in 2 weeks.—L. W. Westerson, sec'y Abercrombie Mill, Grain & Elec. Co.

Baldwin, N. D., Aug. 21.—Corn fine; plenty of rain; wheat hit by black rust; will make from 10 to 20 bus.; oats 60 to 75 bus.; barley 30 to 40 bus.; flax 10 to 15 bus.; rye 20 to 25 bus.—Percy Freeman, agt. Baldwin Grain Co.

OKLAHOMA.

Okmulgee, Okla., Aug. 10.—Dry weather hard on corn; some on lowland making 20 to 30 bus.; upland 5 to 15 bus.—Okmulgee Mill & Elvtr. Co.

Henryetta, Okla., Aug. 15.—Oats making 30 bus.; corn 1/4 crop; will be more small grain sown this fall than usual if get rain so farmers can plow.—J. W. Colclazir, Henryetta Mill & Elvtr. Co.

Hydro, Okla., Aug. 14.—Weather ideal; plenty of moisture; farmers all busy plowing; corn good considering the dry weather; will make 25 bus.—Farmers Grain & Elev. Co., A. B. Richtert, mgr.

SOUTH DAKOTA.

Alcester, S. D., Aug. 19.—Corn hurt about 10 to 25 bus. to the acre; oats light crop.—J. J. Overholtzer, mgr. Farmers Co-operative Ass'n.

Marion Jctn., S. D., Aug. 11.—Oats and corn O. K.; wheat poor; making 5 to 10 bus.; quality poor; testing 40 to 50 lbs.—H. E. Reed, agt. South Dakota Grain Co.

Firesteel, S. D., Aug. 14.—Not bumper crops but wheat will make 10 to 18 bus.; winter wheat 17 bus.; rye 16 bus. to 25 bus.; oats 30 bus.; corn will make good average crop with 2 weeks more warm weather.—Frank Peterson.

Pierpont, S. D., Aug. 14.—Blue stem and velvet chaff wheat grading No. 2 and 3; yield from 5 to 15 bus.; macaroni grading No. 1 and 2; yield 20 to 25 bus.; all grain in good condition.—A. Houghton, agt. National Elvtr. Co.

Garretton, S. D., Aug. 19.—Oats light; testing 22 to 33 lbs.; averaging 25 to 43 bus.; barley 18 to 29 bus.; bright color, testing 42 to 47 lbs.; indications for corn best in years; little wheat raised here; making 10 bus.—F. A. Nickel, agt. Thorpe Elvtr. Co.

South Dakota.—Small falling off in barley production due to shrinkage in acreage; some increase in yield per acre, but not quite enough to overcome acreage decrease; quality uneven; only small percentage plump or good weight; larger part medium and much light weight and shrunk, being damaged by heat and drouth; much inferior to previous crop; color good; crop being secured without material damage from unfavorable weather; acreage about 14% decreased; yield averages about 22 bus. or 2 bus. more than 1913 crop, and 6 bus. less than 1912 crop.—E. P. Bacon Co., Milwaukee, Wis.

TEXAS.

McKinney, Tex., Aug. 17.—Heavy rains over Collin County this week; corn crop shorter than last year.—Reinhardt & Co.

WASHINGTON.

Benge, Wash., Aug. 10.—Wheat fair; lots of smut reported in places.—Chas. H. Kent, mgr. Lantz Whse. Co.

WISCONSIN.

Milwaukee, Wis.—Material shrinkage in barley acreage as compared with last year, but somewhat larger yield per acre; on the whole production is practically same as last crop, but less than crop of 1912; quality good, better than last crop; berry plump, good medium weight and sound; some damage reported from heat and drouth, causing light weight; all is more or less discolored; acreage compared with last year decreased about 15%; yield averages about 25 1/2 bus. or 2 1/2 bus. more than 1913 crop and 4 1/2 bus. less than 1912 crop.—E. P. Bacon Co.

What Is Contraband of War.

The question whether a commodity is contraband of war is a vital one on the high seas. The definitions of such articles are elastic. For the more important exports the question was settled by the London Naval Conference, which tho not signed by all nations is pretty generally observed.

In regard to conditional contraband of which foodstuffs, forage and grain for animals are of most importance, Article 35 of the London Declaration says: "Conditional contraband is not liable to capture except when found on board a vessel bound for territory belonging to or occupied by an enemy or for the armed forces of the enemy, and when it is not to be discharged at an intervening neutral port. The ship's papers are conclusive proof both as to the voyage in which the vessel is engaged and as to the port of discharge of the goods, unless she is found clearly out of the course indicated by her papers and unable to give adequate reasons to justify such deviation."

A neutral vessel is liable to capture when more than one-half of its cargo is contraband. The war vessel making the seizure may measure her contraband by value, volume, weight, or the freight rate, and if it can bring the contraband up to more than one-half of the cargo by any of the four methods it may make a prize of the ship.

The article of the London conference that will operate to the advantage of the American exporters in the present European war is the definition placed on the "conditional contraband." This in substance provides that foodstuffs not being materials in themselves can only be declared contraband when they are destined for the territory of a nation at war. For example, these can be shipped to a neutral power tho ultimately destined for one of the belligerents and can not be seized.

Among the commodities that can never be classed as contraband according to Article 28 of the declaration are oil seeds.

War Affecting the Grain Trade.

THE SPANISH grain duty was suspended by the government on Aug. 16.

EXPORTATION from Russia to the United Kingdom is being permitted. So far nothing has been reported.

A CARGO of Danubian corn destined for the United Kingdom was captured Aug. 12. It is not known what power took the corn.

ENGLAND has power to seize all foodstuffs in the British Isles, since the passage of a bill to that effect in the House of Commons Aug. 8.

ITALY has prohibited the exportation of cereals, flour, biscuits, macaroni, rice, bread, hay, straw, cattle, meats and sundry other commodities.

WHEAT and corn exportations from the Argentine Republic may be restricted. A bill drawn for this purpose by the government was submitted to congress Aug. 14.

COMMERCIAL vessels are again allowed free passage thru the Dardanelles. A circular telegram from Constantinople via Amsterdam Aug. 22 made this announcement.

A WAR gift of 500,000 bus. of oats has been offered England by the Canadian government. In making the offer the Dominion agreed to deliver the grain at any Atlantic port.

THE STEAMER *Orteric* loaded with wheat and cotton was ordered into port at Queenstown, Ireland, Aug. 18, where she awaited further instructions. The steamer had sailed from Galveston for Hamburg.

THE WHEAT market at Shattuck, Okla., was closed Aug. 5, because of the embargo at Galveston. All the elevators were full and overflowing. Conditions now are improving with the resumption of exports.

ALL FUTURE market contracts in Antwerp, Belgium, have been liquidated according to a wire from the Broomhall agent on Aug. 15. All purchases of foreign wheat will be guaranteed by the government.

PORT ARTHUR, Ont.—Two companies of soldiers on guard at the terminal elvtrs. here, were fired upon, Aug. 10, by men who approached the elvtrs. in a motor boat. The shots were returned, but no one was hurt.

DISTRESS WHEAT between Oklahoma and New Orleans was taken care of by the various brokers, some of them buying five or ten cars. Wheat is also being sold to Kansas City and Chicago and to farmers at the country stations.

FOODSTUFFS and grain and forage suitable for feeding animals have been declared "conditional contraband" by Germany. The list of contraband and conditional contraband corresponds exactly with the one declared by England.

WHEAT will either soar to \$1.50 per bushel or go down to 50c per bu. in the opinion of Eugene Blackford, Pres. of the Baltimore Chamber of Commerce. Mr. Blackford says that English markets are already quoting offcoast cargoes of wheat at equal to about \$1.50 per bu.

AUTUMN grain seeding overshadows temporary cessation of exports and the piling up of grain at the terminal markets in the United States, because a large part of the wheat and rye crops of France, Austria, Hungary, and Germany are winter sown. Much of the Russian crop is also winter sown.—E. W. Wagner & Co.

ENOUGH vessels available for the transportation of grain to Europe to start the 3,000,000 bus. now in storage at Baltimore are in that port. The Merchants & Miners' Transportation Co., alone can furnish sufficient vessels whenever trans-atlantic traffic becomes safe.

SWITZERLAND is facing certain starvation unless wheat is received from the United States. With the army mobilized as it is the crops of the country are rotting in the fields for lack of harvest hands.—Dr. Charles Hubscher, in charge of the Swiss legation at Washington, D. C.

WE CAN announce as a fact the purchase of a considerable quantity of oats for export and only the lack of vessels prevents a large business from being accomplished. Higher values are probable when difficulties attendant upon shipping are removed.—L. W. Forbell & Co., New York.

GRAIN Bs/L have been issued on shipments to Boston for export over the New York Central lines since Aug. 11. It was also reported that the International Mercantile Marine would soon resume sailings from Boston. Grain shipments for export to that port had been prohibited for several days previous.

ARE our domestic bankers thoroughly frightened or are they greedy? Is their action in maintaining a high rate of discount, a rate that smacks of the exorbitant, entirely justified by actual conditions in this country or are they merely taking advantage of a situation and making the most of it?—*Market Record*.

FOODSTUFFS are beginning to be exported to Switzerland. Dr. Charles Paul Hubscher arranged for a shipment of wheat which has previously been obtained from Russia and the Balkan states. He is making strenuous efforts to send other cargoes. The price of bread has trebled since the outbreak of the war.

A DEPOSIT of millions of dollars is to be placed in New York banks by the United States Treasury to be used for foreign exchanges exclusively. Any sign of the money being misused will be taken as a cause for its withdrawal. Other financial centers will receive similar deposits later according to Sec'y McAdoo's plan.

NEUTRAL nations own 17,000,000 tonnage of the 46,000,000 tons of the world's merchant ships. England, France and Russia control 23,000,000 tons, leaving 23,000,000 tons of neutral, German and Austrian ships to move grain from the United States and other neutral countries to any port of Continental Europe that Germany and Austria may be able to keep open.

ITALY'S grain supply while the European war is in progress is expected from the United States because of the closure of the Dardanelles thru which the bulk of her grain is brot. It is reported that there is still enough grain in the country to last several months. The transportation of grain will be facilitated by the guarantee of war risks which the government has assumed.

R. W. MORRISON, of the grain commission at Fort William, wired the Winnipeg Grain Exchange, Aug. 14, as follows: By instructions from the government, the owners of warehouse receipts covering oats of commercial grades in store at terminal elevators at Fort William and Port Arthur are requested to present same to the Board of Grain Commissioners immediately. Notify the banks.

"SHOULD shipment be prevented by prohibition of exports, blockade, or hostilities, this contract or any unfilled part thereof, is to be cancelled," is the clause in the London corn contracts which is causing some trouble to exporters. It is difficult to determine just where hostilities must be to make the contract void. Practically all sales abroad are made under this contract.

OF THE 5,000,000 bus. of wheat sold abroad by Gill & Fisher of Baltimore, little is intended for the United Kingdom. The Louis Muller Co. has a large quantity of wheat bot against sales and like their competitors have disposed of only about 60,000 bus. to English buyers. With the export conditions as they are the exporters can not tell whether they are long or short on their sales and purchases.

THERE will be a great demand for wheat and all kinds of grain. But I do not think there will be the same demand for cotton. With Russia's grain supplies cut off, other European countries must turn to America for grain. The great demand will be for foodstuffs. The demand for cotton goods, I believe, will be half of normal. Exports except for foodstuffs, will practically be stopped.—James A. Patten.

WE COULD do business in foreign exchange if there were any stability to the situation from day to day. But there is not, and we do not know what developments to expect. The result of one important battle might be to disarrange tomorrow plans that were working satisfactorily today. In consequence we seem to be able to do little, though there has been marked improvement within the last week.—George M. Reynolds.

THE GRAIN embargo imposed against the port of New Orleans by the I. C. R. R. is expected to be lifted within a few days. This move was presaged by an order ordering all the grain cars on the company's tracks north of Memphis to be moved. The lifting of the embargo will mean the immediate movement of 1,000,000 bus. of grain. Two vessels carrying cargoes of 650,000 bus. wheat cleared the port Aug. 21. Both were bound for French ports.

BRITISH government war insurance was less for the week ending Aug. 22 than the business done by Lloyds and other private companies on account of the latter's lower rate. This is in accord with the wishes of framers of the government scheme, the object being to fix a maximum rate of insurance. North Atlantic cargoes have been covered in the open market at 2 per cent. The government rate was lowered to 3 guineas per cent Aug. 17.

MUCH of the grain off coast at Liverpool has been diverted from continental ports and the grain will be disposed of at whatever it will bring. These conditions are temporary. There is little doubt that England and other countries needing breadstuffs will take all risks and meet the American demand for cash payments on this side when the present surplus is out of the way and more wheat is needed. It looks like the part of wisdom to invest in a conservative way in wheat while it is under the hammer as a result of peculiar conditions on the other side. Italy has stopped shipments of grain and foodstuffs. Russia shut off all supplies long ago. If there is any long continued war this country must feed Europe.—Chas. Sincere & Co.

THE GERMAN steamer Willehad, which upon the declaration of war between Germany and England was sailing down the St. Lawrence with a cargo of wheat and began a race to escape, arrived safely in Boston. Her cargo is being shipped back to Montreal by rail. The Willehad's escape was aided by a dense fog on the river.

THE SEIZURE of wheat cargoes bound for Rotterdam and their diversion to English ports has greatly reduced the visible supply of grain in Holland. The government has recently seized all the grain in storehouses which would have been exported. The harvest has just begun and unless some imports can be got within 16 days the country will be facing starvation. Officials are warning the people of the situation and advising the use of rice in place of other breadstuffs.

THE RESUMPTION of trans-atlantic passenger traffic was assured Aug. 17. Two large steamship lines announced that regular sailings from French and English ports are to be resumed soon. According to Maurice W. Kominski and F. W. Whiting vessels are due to leave Havre, France, once or twice a week, the Mauretania will leave Liverpool Aug. 29 and Sept. 19 and the Lusitania is scheduled to leave the same port Sept. 12 and Oct. 19. These steamers can carry grain on the eastward trips.

CANADIAN flour will be sent to the British troops. The offer recently made by the Dominion government to contribute 1,000,000 bags of flour was accepted. The contract for the flour has been let to the Lake of the Woods, the Western Canada, the Ogilvie and the Maple Leaf Milling Companies. It calls for delivery of part of the order within ten days and the remainder in the early part of September. The total cost of the flour will be \$4,000,000. Four-fifths of it will be furnished by western Canada.

UNITED STATES sea going vessels outnumber those of any other nation with the exception of Great Britain. Unfortunately a great majority of this fleet is engaged in coast wise trade and more than two-thirds of the number are sailing ships. Numerous foreign vessels are now tied up in American ports and it is believed that many of these will be purchased with American capital. The total number of American ships is 4,096, the net tonnage of the sailing vessels is 1,215,000 tons and of the steam vessels is 1,482,000 tons.

DOCUMENTS in connection with wheat shipments from Chicago made to the European continent before the war are being held and bankers in Chicago are unable to get their money because the shippers have not been paid. John J. Arnold, vice-pres. of the First National Bank of Chicago, explained the situation to Sec'y of State Bryan who consented to notify the American consul in England, where the ships were forced to divert their cargoes upon the opening of the war to give the proper authorities the government's pledge to recover and deliver the documents based on the shipments, English buyers to take title to the grain and pay for it. Mr. Arnold proposed, besides this measure, that the Sec'y of the Treas. make additional deposits in the export financial centers of the United States to assist in handling obligations based on goods for shipment which are relayed. Mr. Arnold is a member of the special business men's com'te on foreign exchange now working with Sec'y McAdoo.

THE PROBLEM of shipments to Holland will be a delicate one to handle: Holland as a neutral country should be free to receive supplies, but it is an open secret that nearly all the immense quantities of grain which arrive at Rotterdam are really destined for Germany, and grain on arrival is promptly transferred to barges and sent up the Rhine. We have not yet heard that Holland has prohibited exports to Germany, but naturally all such trade has been stopped via Antwerp since the war commenced.—*Corn Trade News, Liverpool.*

FOREIGN EXCHANGE experts generally are of the opinion that brokers and bankers doing this kind of business will eventually deposit the bills of exchange with the Bs/L and other documentary evidence and receive payment for the same out of a fund to be deposited by the United States Treasury in various financial centers. It is reported now that the treasury department will make these deposits and it is felt by the handling of the exchange bills in this manner that the government will be safeguarded without making a radical departure from the ordinary channels of international exchange.

IT IS very urgent that American exporters be informed that the credit of Belgium remains unimpaired, and that England has advised us that all ships with wheat can arrive at Antwerp without being stopped. All payments assured as in time of peace. The road being free, the National Bank of Belgium is lifting documents on wheat, and the Government assuring war risks at one-quarter of one per cent. Energetic efforts are being made to persuade wheat exporters to execute contracts. Belgian consuls in the United States are advertising the urgency of quick results.—Belgian Sec'y of War.

GRAIN MEN of the Philadelphia Commercial Exchange recently adopted the following resolution: "It is the sense of this meeting that no demand against existing freight contracts for the loading of commodities at the Atlantic, or Canadian or Gulf ports shall be recognized, until such time as bankers engaged in the handling of foreign exchange in the United States and Canada shall recognize documents signed by the steamship companies as sufficient guarantee upon which to advance money." The officials and board of directors of the Commercial Exchange approved the resolution at a meeting held on the following day.

GALVESTON'S grain congestion is being aggravated to some extent by country shippers billing cars to that port to themselves without properly notifying the receivers. Such shipments can not be put in their proper places and often are set on hold-tracks at the owner's risk. The following telegram was received recently from the Galveston Commercial Ass'n by James H. Sherman, sec'y of the Wichita Board of Trade: "A number of country shippers are consigning grain to Galveston for export to themselves. We are unable to locate proper elevator until Bs/L arrive. Grain is arriving before bills and this practice serves to increase handling of grain unnecessarily. It would greatly facilitate matters if all country shippers could be induced to bill cars to some export firm instead of themselves; or, if to themselves, at the same time, write a letter to either the wharf company here or other elevators in Galveston, giving car number, and instructing that elevator take disposition. Can you not circularize the country grain dealers to this effect? It will materially aid situation here."

THE LEGALITY of cancelling grain contracts owing to the inability to make shipments is being studied by a com'te appointed at a meeting of the North American Grain Export Ass'n. The com'te consists of Julius Barnes of Ames, Brooks & Co., Duluth; A. P. Stuart of the British Empire Grain Co.; F. G. Crowell of Hall, Baker & Co., Kansas City; George E. Marcy of Armour Grain Co., Chicago, and George S. Jackson of Gill & Fisher, Baltimore. John Bassett Moore was selected as counsel for the exporters.

OWING to the impossibility of forwarding any considerable amount of wheat abroad, it will be necessary to divert wheat which is now in transit to gulf ports to the nearest terminal centers for storage. The bulk of the wheat which is now in transit toward eastern ports will have to be diverted to domestic mills and storage points. Meanwhile it is to be hoped that a system can be evolved whereby it will be possible to make shipments abroad, altho it is very obvious that the amounts of wheat which can go forward for export will be extremely limited for some time to come.—E. F. Rosenbaum.

THE ADMINISTRATION war risk insurance bill that has been up to both houses of Congress for several days past was passed by the Senate without opposition Aug. 20. The bill provides for the insurance of American registered vessels and their cargoes, the insurance to be provided from a fund of \$5,000,000 set aside by the government. The rates, tho not as yet prescribed, will be reasonable. The fund will be administered by a bureau of war risk insurance under the Sec'y of the Treas. and will be discontinued when the need for such insurance has ceased, the President being authorized to terminate it at such time. An appropriation of \$100,000 is made for the bureau.

GRAIN may be shipped by a neutral to a country at war unless such grain is intended for the use of the army or navy or some department of the country at war, or unless the port for which the grain is destined is in a state of blockade, or is accepted by the army or navy of the belligerents, under the generally accepted principles of international law. If the grain is not liable to capture for either of the reasons stated above, it cannot be confiscated, even if sent by a vessel flying the flag of one of the belligerents. It is needless to suggest, however, that the capture of the ship on which the grain was being carried under such conditions would prevent it reaching its intended destination.—Robt. Lansing, Counsellor U. S. Dept. of State.

THE scheme for the government to buy and operate vessels to carry exports to Europe has been abandoned by Pres. Wilson, after a conference with American ship owners and capitalists. It was proposed that the government appropriate \$25,000,000 for its carrying out and was reported as favored by the administration before opposition by prominent bankers was met. The capitalists contend that the government is entering into a field heretofore open to private individuals and that its rates would create a competition hard to meet. Another reason for the administration abandoning the scheme is the assurance on the part of ship owners that enough capital can be secured to buy all the vessels necessary to carry the American export trade in American bottoms. Later the plan was modified and again taken up.

William S. Warren.

William Spaulding Warren, for nearly forty years a member of the Chicago Board of Trade and one of its most distinguished workers, died at his home in Hinsdale, Ill., on the morning of Aug. 20. Mr. Warren had been ill for the past year with kidney disease, during which time he had not been active in business.

Mr. Warren was born at Kalamazoo, Mich., on May 21, 1853. At an early age his parents moved to Davenport, Ia., where he received his education. In 1869 he came to Chicago and started as an office boy for the grain commission firm of Spruance, Preston & Co., for whom he worked 5 years. His next employment was with the firm of William Young & Co. About this time he married Miss Annie Batten of Chicago and soon afterward was admitted to membership in the Board of Trade.

He first entered business on his own account in 1877 under the firm name of W. S. Warren & Co. In 1883 Mr. Warren retired from active business and lived for 10 years on a farm in Wisconsin. Upon his return to Chicago and active participation in business he organized the firm of Hulburt, Warren & Co., now known as Hulburt, Warren & Chandler, of which firm Mr. Warren was pres. at the time of his death.

In 1900 Mr. Warren was elected pres. of the Board of Trade, which office he held for three consecutive terms. In this position he showed himself to be an aggressive and ardent advocate of upright business methods and an unyielding opponent of unfair and crooked methods. His most notable fight as president was against the bucket shop and in favor of the right of the Board of Trade to forbid gambling on its quotations. During his administration a substantial increase in the business of the members was recorded. An epoch making victory, which was in a measure due to the unswerving fight made by Mr. Warren was the decision declaring unconstitutional the law of 1896 allowing public warehousemen to store their own grain. Another of great importance was the decision of the United States Circuit Court of Appeals in October, 1902, in which the Board's property right in its quotations was established and its right to protect it by injunction granted. Seventy injunctions were obtained against bucket shop operators in Illinois, 11 in Milwaukee, 45 in Indiana, 4 in

Omaha, 1 in St. Paul, and 3 in St. Louis during this time.

Wm. N. Eckhardt, a leading member of the Board and an intimate friend of Mr. Warren, said of him: "During the weeks of his long and serious illness, our thoughts were ever that we might see him again mingling with his fellow members, and restored to good health—a cheer and comfort to his family. In the death of Mr. William S. Warren, the grain trade of this country has lost a shining light of integrity and honor. A man who stood always for and used his power and influence toward the up-building of the highest moral standards in business and who during his administration of the affairs of the Board of Trade of this city never flinched in his efforts to demonstrate to its patrons and to the public the important functions of our institution. He persistently impressed his fellow members with the necessity for guarding most jealously the foundation of our existence, i. e., honesty of purpose and the perpetuation of the principles of justice. We deeply mourn his loss."

Resolutions of esteem and sympathy for the bereaved family were adopted by the Directors of the Board of Trade as follows:

RESOLVED, That the Board of Trade of the City of Chicago has in the death of William S. Warren, lost a member who as a Director and President, covering a period of years, was at all times a faithful, efficient and upright officer—as a citizen, his record was one of honor and integrity.

RESOLVED, That we, the Directors of the Board of Trade of the City of Chicago, express on behalf of the Association, to the family of the deceased, our sorrow, our deep regret and our sincere sympathy for them in the great loss they have sustained.

The funeral services were held from St. Peter's Episcopal Church in Chicago, Aug. 22. The Board of Trade adjourned earlier that day as a mark of respect for its esteemed member. Mr. Warren is survived by his widow, two sons and a daughter. A portrait of Mr. Warren is reproduced herewith.

Commandments of Safety.

The Lorain Steel Co. has adopted ten commandments of safety for the guidance of its employes in preventing accidents and half of these are just as applicable to grain elevator employes. If carefully heeded they will save many lives.

Thou shalt not clean machinery while it is in motion.

Thou shalt not watch thy neighbor's work, but attend to thine own.

Thou shalt not let the sleeves of thy shirt hang loose, nor the flaps of thy coat be unbuttoned, as they may get caught in the machinery.

Thou shalt not throw matches or greasy waste on the floor, nor scatter oil around the bearings, as a dirty worker is a clumsy worker, and a clumsy worker is a menace to his fellow workers.

Thou shalt not interfere with the switches, nor the dynamos, nor the cables, nor the engines, nor anything else thou art told is dangerous.

RECEIPTS, shipments and amount of grain in storage at Montreal were larger during the week ending Aug. 8 than for the corresponding week a year ago. The receipts of wheat were 2,869,749 bus.; compared with 1,646,432 bus., for the corresponding week last year. The shipments of wheat were 1,751,492 bus.; compared with 668,401 bus. The receipts of oats were 128,065 bus.; compared with 145,814 bus. The exports were 234,312 bus.; compared with 208,907 bus.

United States Grain Warehouse Act.

Federal licensing of grain warehouses will be inaugurated if the bill introduced in the House Aug. 19, as H. R. 18440, by Representative Ralph W. Moss of Indiana, is enacted into law. Under the terms of the proposed law application for a federal license is optional. It may be that later, in the working out of the new federal reserve banking system, certificates issued by warehouses licensed under this law will be given such a preference as will induce grain warehousemen to apply for a federal license. The bill, which has been referred to the Com'te on Agriculture, provides that:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that this Act shall be known by the short title of "United States grain warehouse Act."

Sec. 2. That the term "warehouse" as used in this Act shall be deemed to mean every building, elevator, house, and other structure in which any grain is or may be stored or held for or in the course of interstate or foreign commerce.

Sec. 3. That the Secretary of Agriculture is authorized to investigate the storage, warehousing, inspection, grading, weighing, and certification of grain; upon application to him, to inspect warehouses or cause them to be inspected; at any time, with or without application to him, to inspect or cause to be inspected all warehouses licensed under this Act; to determine whether warehouses for which licenses are applied for or have been issued under this Act are suitable for the proper storage or holding of grain; to classify warehouses in accordance with their location, surroundings, capacity, condition, and other qualities, and as to the kinds of licenses issued or that may be issued to them pursuant to this Act; and to prescribe the duties of warehouses licensed under this Act with respect to the care of grain stored or held therein: Provided, That the Secretary of Agriculture shall charge, assess, and cause to be collected a reasonable fee for every examination or inspection of a warehouse when such inspection or examination is made upon application of the owner or operator of such warehouse.

Sec. 4. That the Secretary of Agriculture is authorized upon application to him by the owner or operator of a warehouse, to issue a license for the conduct of the same, subject to this Act and such rules and regulations as may be made hereunder. Each license shall specify the date upon which it is to terminate, and upon showing satisfactory to the Secretary of Agriculture, may, from time to time, be renewed or extended by a written instrument, which shall specify the date of its termination.

Sec. 5. That application may be made to the Secretary of Agriculture by the owner or operator of any warehouse licensed under this Act for permission to designate the same as bonded under this Act. No warehouse shall be so designated, and no name or description, conveying the impression that it is so bonded, shall be used until a bond, with such penalty, containing such conditions, and with such security as the Secretary of Agriculture may require, shall have been given and he shall have approved the same, nor unless the approval by the Secretary of such bond remains unanceled and in full force and effect. Any person owning grain stored in a warehouse bonded under this Act, or owning a receipt for grain therein issued under this Act, shall be entitled in an action upon the bond, brought in any court of the United States having jurisdiction of the same, to recover all damages he may have sustained in respect to such grain or receipt by reason of either the negligence or the misconduct of the owner or operator of the warehouse or of his agents or servants.

Sec. 6. That the Secretary of Agriculture may, upon presentation of satisfactory proof of competency, issue to any person a license to inspect and grade grain or specified kinds of grain, or to weigh grain and to certificate the grade and weight thereof, under such rules and regulations as may be made pursuant to this Act. Any such license may be suspended or revoked whenever the Secretary of Agriculture is satisfied that the holder thereof has failed to grade grain correctly or has violated any provision of this Act or of the rules and regulations made thereunder, or that the license has been used for any improper purpose whatsoever.



Wm. S. Warren, Chicago, Deceased.

Sec. 7. That the owner or operator of any warehouse licensed under this Act shall receive for storage, without discrimination, so long as storage capacity is available, all grain tendered in the usual course of business in a condition suitable for storage. For all grain stored or held by a warehouse licensed under this Act original receipts, serially numbered, shall be issued by the owner or operator thereof, signed by himself or by his duly authorized agent. No such receipt shall be issued except for grain actually stored or held in the warehouse at the time of the issuance thereof. No duplicate or copy of an original receipt shall be issued unless the same be plainly and conspicuously marked "duplicate" or "copy," as the case may be, upon the face thereof. While an original receipt or any duplicate or copy thereof issued under this Act is outstanding and uncanceled by the owner or operator of the warehouse issuing the same no other or further receipt shall be issued for the grain; except that, in the case of lost or destroyed receipts, new receipts may be issued upon the giving of satisfactory security in compliance with the rules and regulations made pursuant to this Act. Any receipt issued in lieu of an original shall be upon the same terms and subject to such conditions as are prescribed by this Act for such original receipt. Each original receipt shall contain such terms and conditions, not inconsistent with the laws of the respective States in which issued, as the Secretary of Agriculture may require for carrying out the purposes of this Act. Receipts may run to bearer, or to a specified holder, or to a specified holder or his assigns.

Sec. 8. That each warehouse licensed under this Act, whether bonded or not, shall keep correct records of all grain stored or held therein and withdrawn therefrom, of all original warehouse receipts, and the duplicates or copies of the same, issued by the owner or operator of the warehouse, and of the receipts returned to and canceled by the owner or operator thereof, shall make reports to the Secretary of Agriculture, in such form and at such times as he may require, and shall be conducted and operated, in all other respects, in compliance with this Act and the rules and regulations made hereunder.

Sec. 9. That any warehouse receipt or

certificate of the grade of the grain issued under this Act shall specify the grade of the grain covered thereby in accordance with the official grain standards of the United States as the same may be fixed and promulgated under authority of law: Provided, That until such official standards for any grain shall have been fixed and promulgated, under authority of law, such warehouse receipts or certificates of the grade of grain may be issued in accordance with any other recognized standard, except as otherwise required by the rules and regulations hereunder. If such receipts and certificates state the grade, they shall show the standard in accordance with which the grain has been graded.

Sec. 10. That the Secretary of Agriculture is hereby authorized to cause inspections and examinations to be made of any grain stored or held in any warehouse licensed under this Act. Whenever, after opportunity for hearing is given to the owner or operator of such warehouse, it is determined that such owner or operator of such warehouse is not performing fully the duties with respect to the care of grain stored or held therein as prescribed by the Secretary of Agriculture or that the grain stored or held therein is not of the same grades as those described in the original warehouse receipts which are outstanding at the time of such examination or inspection, the Secretary may publish his findings.

Sec. 11. That the Secretary of Agriculture may suspend or revoke any license issued, and may cancel his approval of any bond given under this Act for any violation of or failure to comply with any provision of this Act or of the rules and regulations made hereunder. Any license may be suspended or revoked, after opportunity for hearing has been afforded to the licensee concerned, upon the ground that unreasonable or exorbitant charges have been made for services rendered.

Sec. 12. That the Secretary of Agriculture from time to time may publish the results of any investigations made under section three of this Act; and he shall publish the names and locations of warehouses licensed and bonded and the names and addresses of persons licensed under this Act, and lists of all licenses suspended or revoked and of all bonds canceled hereunder.

Sec. 13. That the Secretary of Agriculture is authorized, through officials, employees, or agents of the Department of Agriculture designated by him, to examine all books, records, papers, and accounts of warehouses licensed under this Act and of the owners or operators of such warehouses relating thereto.

Sec. 14. That the Secretary of Agriculture shall, from time to time, make such rules and regulations as he may deem necessary for the efficient execution of the provisions of this Act.

Sec. 15. That there is hereby appropriated, out of any moneys in the treasury not otherwise appropriated, the sum of \$50,000, available until expended, for the expenses of carrying into effect the provisions of this Act, including the payment of such rent and the employment of such persons and means as the Secretary of Agriculture may deem necessary in the city of Washington and elsewhere. He is authorized, in his discretion, to call upon qualified persons not regularly in the service of the United States for temporary assistance in carrying out the purposes of this Act, and, out of the moneys appropriated by this Act, to pay the salaries and expenses thereof.

Washington Conference a Failure.

No immediate benefit resulted from the conference called by Sec'y McAdoo at Washington, Aug. 14. The pressing question of exchange of credits or currency in payment for American grain was left unsolved by the 62 representatives of the banking, shipping and commercial interests present.

Com'ites were named as follows:

War risk insurance—Hendon Chubb, New York; J. Parker Kirlin, New York; E. H. Outerbridge, New York; F. G. Crowell, Kansas City, Mo.

Foreign exchange—A. J. Hemphill, New York; Festus J. Wade, St. Louis; Henry R. Ickelheimer, New York; John J. Arnold, Chicago.

All of the subcommittees made reports the same day to the business men's com'ite. The subcom'ite on exchange submitted the following recommendations, which were approved:

That the Treasury Department be requested to deposit funds in leading financial and export centers, to be exclusively used in facilitating exports.

That it be recommended to the federal reserve board that it take up when opportunity offers the question of establishing an international clearing house.

The subcom'ite on war risk insurance submitted and the full com'ite approved a report recommending the establishment of a war risk insurance bureau in the Treasury Department.

After the failure of the conference to devise a plan for the payment for American grain a syndicate of New York banks, headed by the National City Bank, stepped into the breach and provided funds for the financing of foreign exchange, facilitating exports.

Farmers Elevator at Merrill, Ia.

One of the model elevators in Northwestern Iowa is the new house of the Farmers Elevator Co., at Merrill, twenty miles north of Sioux City, and shown in the engraving.

This house is substantially built of crib construction, measuring 28x31 ft. on the ground and 40 ft. high to plate. Its 11 bins, all hopper bottomed, have 25,000 bus. capacity. The foundation is of cement concrete.

The equipment includes an 8-h. p. Fairbanks-Morse Gasoline Engine, 5-ton Howe Wagon Scale, 1500-bu. automatic Richardson Scale, Sidney Manlift, double rope transmission, leg with 11x6 cups and an elevating capacity of 1800 bus. per hour.



New 25,000-bu. Elevator at Merrill, Ia.

Grain Dealers School.

About 300 farmers and grain dealers attended a meeting held under the auspices of the Illinois Grain Dealers Ass'n at Decatur, Ill., Aug. 11.

Better methods of farming were discussed and the farmers present were much interested in studying the types of corn represented by the Federal grades.

E. Wright Allen opened the meeting and introduced Lee G. Metcalf, of Illiopolis, Ill., who said, "I am glad to see so many men present tonight who are willing to discuss ways and means conducive to the best interests of the entire community."

"At the last meeting of the Illinois G. D. Ass'n in Cairo a resolution was passed commending the work of the Crop Improvement Com'te and the idea there took root that meetings such as we have here this evening shud be held in Illinois for the purpose of getting all interests closer together; I take pleasure in introducing, F. H. Demaree, agronomist of the Council of Grain Exchanges."

Mr. Demaree said: This is an auspicious occasion because of the full representation from all the important business interests. This is a most satisfactory outcome of the resolution of the Illinois Ass'n.

Farmers, merchants and grain dealers are all inter-dependent and this meeting can be the means of solving many community problems. My subject is, "Increased Crop Production."

We will never raise two bushels where one was raised unless it can be done profitably.

No farmer can successfully raise large crops independent of what his neighbor does. If one farmer takes care of his crops and keeps all the weeds out, and his neighbor does not, his neighbor's dog may carry weed seeds into the clean field. Millions of dollars of weed seeds are shipped into our central markets. These weed seeds shud all be fanned out before marketing the grain.

A farmer is by nature a wholesaler and not a retailer. The grain dealer is in reality his sales agent and is entitled to a fair monetary return for the services rendered.

The organization of counties and the employment of county experts has been the means of solving community problems.

In Livingston county, a county expert induced a number of farmers to treat 92,000 bus. of seed oats for smut. This increased the yield by a value of \$156,000.

The farmers shud get together and raise a standardized product. They shud all raise the same kind of wheat and avoid mixing. There is no way that a superior price can be paid for an inferior grade of grain.

Mr. Metcalf introduced Frank I. Mann of Gilman, Ill., who spoke on "Better Grain and More of It."

"We can raise much more grain but we cannot do it by better farming. If the poorest farmer were to farm as well as the best farmer, the yield wud not be increased by over 15%. We have reached the soil limit and the yield will not run much over 50 bus. of corn. We must feed the soil. One hundred bushel farming will not produce 100 bus. on 20 bus. land.

"Do not under any circumstances use soil stimulators. They simply make the soil produce more for a short time and then your soil fails to respond and you

will have abandoned land in your community.

"The raising of clover does no good. You must turn it under to get results. It takes 40 lbs. of calcium to produce a ton of clover hay.

"With clover rotation you can raise about 60 bus. of corn but if you add phosphate you can raise the yield to 75 and 100 bushel.

"At this time of year, corn is no longer taking plant food from the soil. Rain will do no good except to keep the corn green and to help the stalk to perform its functions. Water does not make crops. It is only the stuff that water carries that makes crops."

Mr. Metcalf: Edward J. Costello and Geo. J. Cassidy of Chicago and F. B. Tompkins of Peoria are in the back of the room with samples of the new corn grades and I trust you will avail yourself of the opportunity of studying the types of corn represented.

W. H. Suffer: I think that the present system of Federal Inspection is an outrage on the farmers. Uniform inspection is good but the present system is a fad.

Mr. Metcalf: The Illinois G. D. Ass'n and the Chicago Board of Trade fought the Federal grades but their fight was not successful.

Mr. Suffer: We ought to remove from office those men responsible for the new grades.

The meeting adjourned.

Those attending the meeting were: M. M. Adrian, Logan & Bryan, Chicago; Homer Andrews, Walker; Frank Beall, Harristown; F. S. Betz, Cerro Gordo; Bert A. Boyd, Indianapolis; Alex Brannan, Assumption; Jas. Bush, Tuscola; J. M. Camp, Bemet; A. B. Chapman, Casner; Harry Crawford, Hindsboro; E. W. Crow, Blue Mound; John De Cuorcy, Chicago; L. Delaney, Niantic; Victor De-wein, Warrensburg; O. N. East, Milmine; C. H. Faith, Warrensburg; P. M. Fawcett, Champaign; W. L. Finson, Monticello; C. H. Holcomb, Oakley; Thurman Hamman, Milmine; J. K. Horton, Garrett; Ed Jokiscele, Broody; Ray Jones, Monticello; B. F. Jostes, Harrington; M. Kenwood, Rowell; A. McArty, Clinton; Chas. McEwan, of Frank Witt, grain commission, Indianapolis; Lee G. Metcalf, Illiopolis; A. L. Moore, Assumption; Wm. Murray, Champaign; Lee Railsback, Weldon; J. C. Roe, Hayes; Ed Shepherd, Indianapolis; M. M. Spengler, Bolivia; E. E. Stalker, Tuscola; J. B. Stone, Mattoon; S. W. Strong, Urbana; Frank B. Tompkins, Peoria; B. F. Traxler, Nash-Wright Grain Co., Chicago; H. Tripp, Assumption; Arthur Webb, Weldon; Wm. Leonard, Wyckles (Decatur p. o.).

F. B. Tompkins, Chief Grain Inspector, of Peoria, had a very interesting display of the different grades of corn.

WHETIER rye containing ergot is liable to seizure under the Pure Food Laws is puzzling grain men at Duluth. The question has been put to the authorities at Washington, D. C., for a decision and was occasioned by the large amount of rye so mixed arriving at Duluth during the past few days.

MANCHURIAN corn has arrived at Seattle, Wash., during the past month at the rate of 1,000 tons every week. Another cargo of 7,000 tons is due, a half of which will remain in Seattle and Tacoma and the rest be sent to San Francisco. Prices of this corn are approximately \$6 per ton under eastern corn delivered.

Crop Improvement

CORN SCHOOL WEEK at Lagrange, Ind., will be held on Oct. 7, 8, and 9 and is the best festival of its kind ever planned by the city. Corn school day will be Oct. 9. Besides this feature the different com'tes in charge have arranged for various things that will be entertaining and instructive. A number of noted speakers will take part. The Home Grain Co. of Lagrange is advertising the festival on its business envelopes.

A CORN SHOW for the purpose of encouraging the growing of corn in the territory tributary to the Oregon-Washington Railroad & Navigation Co. will be held in Walla Walla, Wash., on Nov. 25, 26, 27 and 28. Competition will be free to every one in the Oregon, Washington and Idaho territory fed by this road. Premiums ranging from \$50 to \$250, besides a number of agricultural implements will be given as prizes. It is reported that the states of Oregon and Washington are raising twice as much corn this year as last and that the crop is a much better quality than usual.

THE "GRAIN SCHOOLS" being held by the Illinois Grain Dealers Ass'n in various cities of the state for the betterment of crops have been discontinued till some time in September. A meeting which was to have been held at Bloomington, Ill., Aug. 15, was postponed. At the coming schools Edward J. Costello of the State Grain Inspection Department will demonstrate the new corn grades for the instruction of the grain men and others in attendance. Mr. Costello will take with him scales, sieves, and samples and perform the work exactly as it is done in the inspection rooms at Chicago.

CROP IMPROVEMENT work will be furthered greatly by the plan of the Crop Improvement Com'te, Council of Grain Exchanges Board of Trade Bldg., Chicago to interest local farmers' organizations. The com'te is anxious to have grain men in the various grain producing communities send in the name and address of any officer of such an organization so that it can get in direct touch with the growers. Those in charge of the Improvement Com'te believe that if they can get in touch with such ass'ns their work for the various kinds of grain will be greatly enhanced and that better results will come than from the work with county agencies alone.

Advisory Com'te of G. D. N. A. to Meet.

A meeting of the advisory com'te of the Grain Dealers National Ass'n has been called by S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n, to be held Friday and Saturday, Aug. 28 and 29, at the La Salle Hotel, Chicago.

Coming Conventions.

Sept. 5, 6, 7. Indiana Grain Dealers Ass'n at Lake Maxinkuckee (Culver p. o.), Ind.

Sept. 22. Missouri Grain Dealers Ass'n at Moberly, Mo.

Oct. 14, 15, 16. Grain Dealers National Ass'n at Kansas City.

A WHEAT SHIPMENT was recently made from Philadelphia to Roumania. The grain was sent to an experiment station and is intended for seeding purposes.

Advantages in Posting Prices.

Some dealers claim it is too much trouble to post their prices each morning, but regardless of the trouble, the practice is gaining friends in the trade and new grain dealers are continually being added to the list of those who believe that paying a fair price, posting it so that all can see what it is and then sticking to it, is the only way to conduct the grain business. It allays any suspicion the farmer may have to the effect that he is not getting as high a price as anyone else, and it removes the constant temptation to bid more than the grain is worth, because of the prices reported being paid by competitors.

The Michigan Milling Co. of Ann Arbor, Mich., purchased a high grade blackboard about 3½x8 ft. long and built a canopy over the driveway, so as to protect it from the weather. On this board is posted some fifteen different commodities each morning, right where every farmer who drives in can see exactly the price being paid for grain, also the price at which he can buy flour and feed. In telling of this blackboard Mr. Allmendinger says:

"There are still dealers with antiquated notions, who buy at various prices and sell at various prices. We know in one town where there are dealers who have made as many as four different prices on a single commodity in the course of a few hours, when the commodity in question had been subject to no fluctuations whatever. In the town in question, there is a tremendous trade with the department stores in the big cities, usually called mail order business, and we think the merchants in the town are largely at fault for this business because of the methods which they pursue. We became so impressed with this idea that we made up our minds that we would ourselves place our prices, both buying and selling, so that 'he who runs may read.'

"Accordingly the black-board was placed in front of the mill, made as large as the space would permit, and on it changes are made whenever the prices change. Otherwise, the only thing changed upon it is the date. Any man who drives up with a load of grain can see for himself what the price is for standard grades at the time. Any man who wishes to purchase feeds, flour or coarse grains, can

likewise see what the price is. It gives us these advantages:

"1st—It saves us time.

"2nd—It insures a square deal to all comers.

"3rd—It cuts off all possibility of charges that more than one price obtains at our mill.

"Now as to the objections which may have developed. We know of one only and that is that we are giving information of our prices to our competitors, who may thereby take advantage of them. This objection has some weight; nevertheless, we think the advantages outweigh it. We shall continue the use of the black-board, which was put up somewhat as an experiment, and it is our intention to install them ultimately at possibly ten stations in all."

THE MADAGASCAR crop of lima beans will be approximately 10,200 metric tons; compared with 6,047 metric tons in 1913 when 14,014 acres were planted to this crop. The country last year exported 7,359 metric tons, of which England received 5,897 tons, French colonies 853 tons, France 307 tons and the United States 109 tons. Some exports of beans have been made to America already this year.

SWEDEN'S wheat, rye, and Indian corn supply is insufficient for her need despite her large production. Millions of pounds of these articles are imported each year. Of the wheat imports Russia sends 37 per cent, Germany 37 per cent, Denmark 10 per cent, British India 6 per cent, United States 6 per cent. The remainder comes from Argentina and France. Her corn imports come from Argentina by way of the ports of Hamburg and Copenhagen. Germany furnishes about 80 per cent of her rye, and Russia and France most of the remainder. Germany also exports about 50 per cent of Sweden's oat supply, Russia 33 per cent and Argentina the remainder. Sweden's crop of barley in 1913 amounted to 368,211 tons; compared with 308,215 tons in 1912. Her oat crop amounted to 1,448,829 tons; compared with 1,273,926 in the previous year. Her rye crop was 2,051,181 tons; compared with 1,529,590 tons in 1912. Her wheat crop was 253,918 tons; compared with 212,806 tons in 1912.

Judgment Against Railroad for Grain Lost.

Grain handlers shipping or receiving grain too often fail to collect shortages from the carriers when there is no evidence of leakage out of the car. Claim agents reject a claim, questioning the accuracy of the short weight, and the shipper or receiver fears that his own weights, tho carefully taken, will not be given due credence in the courts.

The grain dealer who has good scales, tests them frequently and records his weights methodically, is given fully as much credit in the courts as the private, public or board of trade weighmaster at the other end. This was the case in the recent suit by the Justin Mill & Elevator Co., of Justin, Tex., against the Gulf, Colorado & Santa Fe Railroad Co. to recover \$107.12 for an alleged shortage in five cars of wheat, the contention of plaintiff being that the grain as received did not weigh as much as the invoice weights shown in the B/L issued by the railroad company.

Judge Hoskins in the Denton County Court charged the jury that:

"If you find, from a preponderance of the evidence, that when the cars arrived at Justin, Tex., they contained a less number of bushels of wheat than shown by the B/L to have been received by the defendant for shipment, you will find for the plaintiff the value of such shortage, if any, or what you find from the evidence to be the value per bushel thereof at Justin, Tex. If you find from the evidence that when the cars arrived at Justin, Tex., they contained the number of bushels of wheat shown by the B/L to have been received by defendant for shipment, you will find for the defendant railway company."

The jury gave judgment for plaintiff and the railroad company appealed to the Court of Civil Appeals of Texas, which affirmed the judgment, Judge Speer stating that:

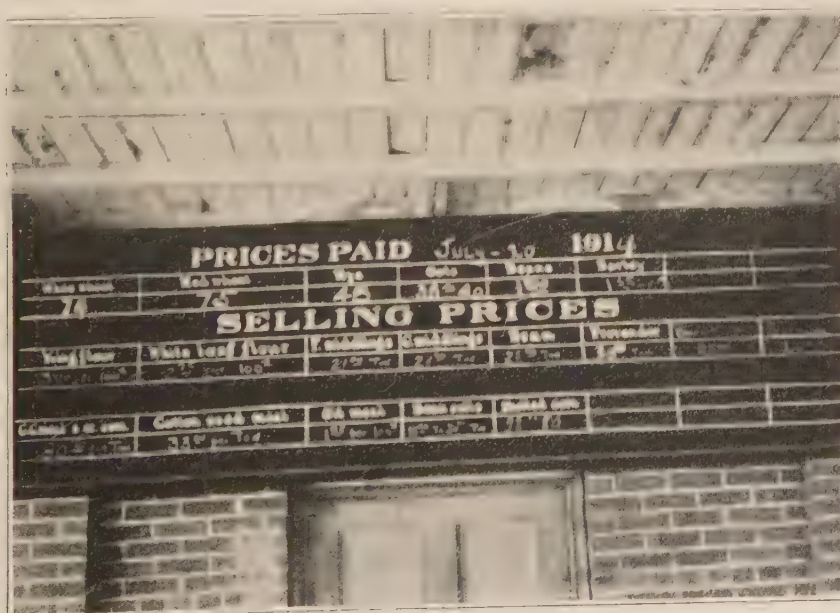
It is complained that the second section of the charge is error in that the same authorized the jury to find for the appellant only in the event they found that said cars contained the number of bushels of wheat shown by the B/L, and that it did not permit the jury to consider whether or not the scales of appellee were out of plumb and weighed minus, nor did it permit them to determine what the shortage actually was. We think these criticisms are without merit, since the charge very pertinently submitted to the jury to find, under all the evidence, whether or not there was a shortage in weights, as contended for by appellee.

The third assignment, complaining that the court erred in failing to charge on the burden of proof is overruled because in the charge given to the appellee, in order to recover, was required to show, by a preponderance of the evidence, that there was a shortage in the weight, and, if this was not sufficiently definite upon the burden of proof, a special charge should have been requested, which was not done. The second special charge already referred to contained a charge which appears to be correct on the burden of proof, but the special charge being submitted as a whole, and having been correctly refused for reasons already given, the cause cannot be reversed for the failure to give a more definite charge on the burden of proof.

The testimony of the witness Holloway as to the correctness of the wagon scales of appellee during the year 1910 was properly admitted, since it tended to show the correctness of the hopper scales on which the wheat in controversy was weighed. The testimony indicated that the hopper scales were often tested with the wagon scales, and the weights of the two scales would always balance. That the wagon scales were always found to be correct during the year 1910 was, under these circumstances, admissible to show that the hopper scales were also correct early in February, 1911.

There is no error in the judgment, and it is affirmed.—168 S. W. Rep. 411.

E. J. N. SMITH & CO., doing business in grain on the London market failed on July 28, being short corn.



Blackboard Used by Michigan Milling Company to Post its Prices.

Grain Carriers

THE GRAIN embargo placed by the K. C. S. Ry. on Port Arthur, Tex., several days ago, was raised on Aug. 14.

THREE HUNDRED AND FOURTEEN cars of Texas, Kansas, and Oklahoma wheat are in the Santa Fe yards at Temple, Tex. These shipments are being held until the export situation is adjusted when they will be forwarded to Galveston for export.

ELEVATORS owned by an interstate carrier can not be leased to a grain dealer at a nominal rental even tho the elevator in question has been idle some time. According to ruling 94 of the Interstate Commerce Commission this practice is held illegal.

A REDUCTION in package freight rates on the great lakes will result from the enactment of the emergency shipping bill in the opinion of Representatives Stevens and Miller of Minnesota. Representatives from other states bordering on the lakes are of the same opinion.

TAP LINES have been declared common carriers in the latest ruling by the Interstate Commerce Commission. This ruling reverses a former decision of the commission. The tap lines were refused the right to make milling-in-transit rates, but can make joint and thru routes with trunk lines.

A RECIPROCAL DEMURRAGE rule which provides for the payment of \$3 per day for the undue delay of cars to the shipper by the railroad and the same amount per day by the shipper to the railroad when he fails to remove consignment in a specified number of days has been adopted by the Arkansas Railroad Commission.

PANAMA CANAL was formally opened Aug. 15 when the steamship Ancon, 10,000 tons register, was piloted thru. The steamer went thru the canal with the same load that it had carried from New York and made the trip in good time. Leaving the dock at Chrystobal at about 7:00 the boat completed the trip in the early evening.

REPARATION CLAIMS for misrouting may be adjusted by the various carriers when the claims are included in item (f) of the Conference Ruling 286 without first bringing them to the attention of the Interstate Commerce Commission. In cases of this kind, however, the carriers assume the full responsibility for the correct application of the rule.

CAR SHORTAGE is being advised against by the Railroad Commission of Texas in an appeal to the shippers and carriers alike to handle cars economically and expeditiously. The Commission appeals especially to shippers to load cars with as little delay as possible and asks the employees to keep an efficient record of cars in use and those asked for.

LOCAL RATES on coarse grain from South Dakota, Nebraska, Iowa, and Minnesota to Sioux City, Ia., were recently prescribed by the Interstate Commerce Commission in the case of the Sioux City Terminal Elevator Co. v. C., M. & St. P. R. R. In the complaint the plaintiff alleged the rates in effect were unjust and discriminatory. In its order the commission outlined the exact rates from the various stations effected. These will go into effect on or before Oct. 1.

A 20 PER CENT differential under rail rates is now in effect on the I. & M. Canal between Chicago and LaSalle. The barges owned and operated on the canal by the St. Louis & Gulf Transportation Co. have been making tri-weekly trips since Aug. 10 and according to B. M. McDonald, sec'y of the company, have been carrying larger cargoes each time.

THE WELLAND CANAL locks were damaged on Aug. 9, when the steamer Windsor, bound from Montreal to Port Colborne for a cargo of grain, entered lock 12 preparatory to going thru. The gate-man misunderstood the signals and allowed the water to run into the lock before the footgates had closed completely, causing the vessel to lunge with great force. Four gates of the lock were torn away. The damage to the vessel was slight. Navigation was resumed during the following week.

ALLEGED OVERCHARGES, errors, damages and loss of grain form the basis of six complaints filed at Council Bluffs, Ia., against the Wabash, C., M. & St. P., C., B. & Q., U. P., C., R. I. & P., and C. G. W. R. Rs. by the Droge Elevator Co. The aggregate amount of the suit is \$6,226.71. The complainant alleges that most of its causes for complaint have occurred during the past three years tho some extend back six or eight years. Each claim has been presented to the respective railroad but has been refused.

WHEN THE NEW WELLAND Canal is finished grain will come down the lake and thru the Welland to Oswego and the railroad rates for shipping to the seaboard ports will be much less than those on grain shipped from Buffalo. The only way to counteract that sort of competition is to build one or more elevators in Buffalo as quickly as possible, to hurry the New York State Barge Canal, and thus to give to grain shipping the facilities which must be offered and which are not now sufficient.—John J. Boland, Buffalo, N. Y.

THE WAGE SCALE for handling grain which has been in dispute between the Charlestown Longshoremen's Union, Charlestown, Mass., and the big steamship lines will be subjected to arbitration by a com'te consisting of a member of the union, one of the steamship lines and another to be chosen by the two. The dispute now being settled was precipitated when a cargo of South American grain had to be handled. The grain was in bags which were badly torn and the longshoremen contended that it took as much shoveling as if it had been bulk grain.

THE GRAIN MOVEMENT to Galveston, Tex., upon which an embargo was imposed several weeks ago, has been resumed; yet there is not any prospect of the embargo being lifted altogether. Officials of the Santa Fe R. R. said that about 1,000 of the 4,000 cars that are being held for unloading by their company have been handled, but there is still grain being held on all the available tracks between Kansas and the gulf with no prospect of it being moved immediately. The situation is being materially bettered, however, by the shipment of this grain north via Chicago. The condition that is being faced by the A. T. & S. F. is about the same as that of the other roads, tho in a more aggravated form. At New Orleans, like Galveston, the situation is being relieved and perhaps considerably faster than in the former case. The I. C. R. R. lifted its embargo on all grain being held on hold-tracks Aug.

12 and expects to accept new grain for loading within a few days.

THE EMBARGO on grain for the port of Baltimore has been lifted by the Pennsylvania railroad. The embargo was imposed on grain for export at the request of the Baltimore Chamber of Commerce several weeks ago.

THE CAR SURPLUS of the United States and Canada on Aug. 15 was 172,145, which is a decrease of 24,520 cars from Aug. 1, according to the report made by the American Railway Ass'n.

"S. L. & C." for the words "shipper's load and count" in a B/L do not release the carrier from damages unless both parties concerned have knowledge of their use. This question was so decided by the New York Supreme Court, appellate division, in a recent decision as in accord with the following section of the New York laws: "The carrier may also, by inserting in the B/L the words, 'shipper's load and count,' or other words of like purport, indicate that the goods were loaded by the shipper and the description of them made by him; and if such statement be true, the carrier shall not be liable for damages caused by the improper loading or by the non-receipt or by the misdescription of the goods described in the bill."

THE AMERICAN REGISTRY of foreign built vessels will soon begin. The bill permitting the unrestricted registration of such vessels was passed by the Senate Aug. 17. The measure as passed is the one originally adopted by the House of Representatives and is really an amendment to the Panama Act. Under the act the President will have the power to officer and man the vessels thus brot under the American flag. Under the Panama Act, ships over five years old were prohibited from registration, the watch and engineers had to be United States citizens or have signified their intention of becoming citizens and strict inspection regulations had to be lived up to. President Wilson announced his approval of the House bill before its passage by the Senate.



Placing Schmitz Release Grain Door on Threshold. [See facing page for description.]

CARRIERS in Missouri have been ordered by the Missouri Public Service Commission to file tariffs applying continuous mileage on shipments within the state on or before Sept. 15. This tariff will mean a great deal in the way of reduced rates to the grain shippers in Missouri, if the order is complied with and is not appealed to the higher courts. With this in effect shippers will be able to route their grain via any junction and over two or more lines constituting the shortest route to the point of destination.—Logan Bros. Grain Co., L. W. Gent.

SHORTAGES ranging from 50 to 360 bus. on nine cargoes this season have been reported by one medium size steel freighter owned in Detroit. This means that when settlement was made between the grain shipper and owner of the vessel, deduction was made from the freight earned on each of these trips to an amount equal to the market price of the quantity of grain which the cargo was found to be short. While a large proportion of the complaints made last season were in regard to cargoes loaded at Canadian ports, the complaints this year seem equally nu-

merous in respect to grain from American shipping points. Pres. Livingstone of the Lake Carriers Ass'n says: When a vessel is loaded with grain, her hatch covers are securely fastened and are not removed until the ship unloads at her destination. The grain can not fly out; the ship's crew does not throw it out, nor do the men eat it; therefore the amount loaded into the vessel ought to be unloaded from it. Yet complaints are coming in from every side of grain cargoes being short.

I CANNOT well do without a single issue of the Journal.—Mathews Feed & Storage Company, per C. F. Mathews, Crowley, La.

H. O. FRANK, of the Miller Elevator Co., Minneapolis, Minn., is in Germany. He was last heard from at a town on the Rhine where the war excitement is the most pronounced.

CEDAR RAPIDS, Ia., is really to be reckoned with in estimating the storage capacity of terminal elevator in the United States, having a total capacity of nearly 3,000,000 bus. in its mills and elevators.

A SHIPMENT of American wheat into the Argentine Republic is rather unusual, yet the steamer Zaladi arrived at Galveston July 30 to load a cargo of 220,000 bus. for that country. The heavy taking of Argentine corn recently is given as the partial cause.

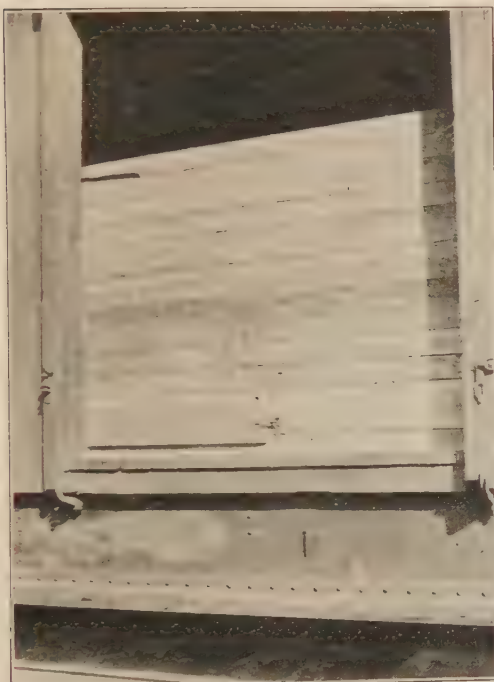
The Schmitz Release Grain Door.

The necessity for an improved door to hold bulk grain in the car and to facilitate its unloading has led to numberless inventions, most of which have proved failures thru trying to accomplish too much. The weighmaster's office of the Chicago Board of Trade has a lumber room full of discarded inventions that failed to hold the grain, were too complicated or too costly.

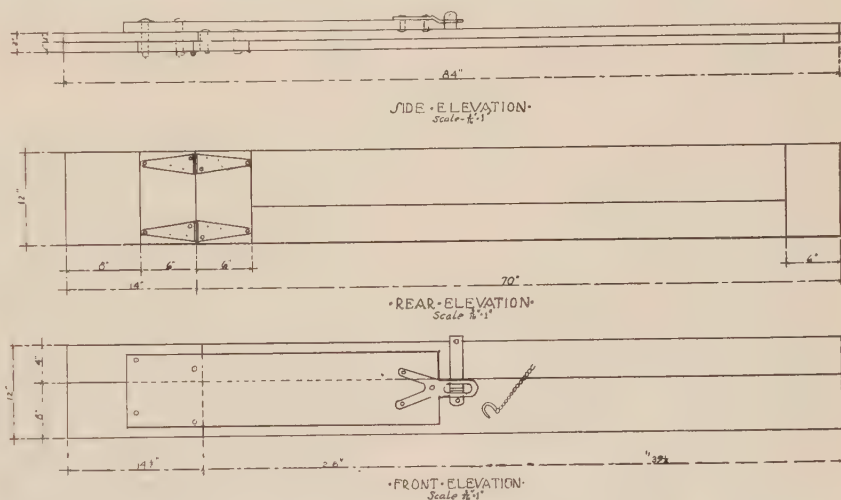
In designing the grain door shown in the engravings Mr. J. A. Schmitz, assistant Board of Trade Weighmaster, had the advantage of thoro knowledge of the present state of the art; and his first door was so well designed and proportioned that practically no changes were found desirable when put into successful use.

Mr. Schmitz retains the old form of door, but adds at the bottom what is known as the Schmitz Release Grain Door, a plank hinged to break open as shown by our illustrations. After placing the release door on a board laid on the car sill across doorway to give the release door clearance, two ordinary doors are placed above to make it complete. The board on car floor is needed only when the door has a metal sill plate, to give the Schmitz Door clearance when opened. The Schmitz Door is nailed to door posts, using only one 12 penny nail in each end.

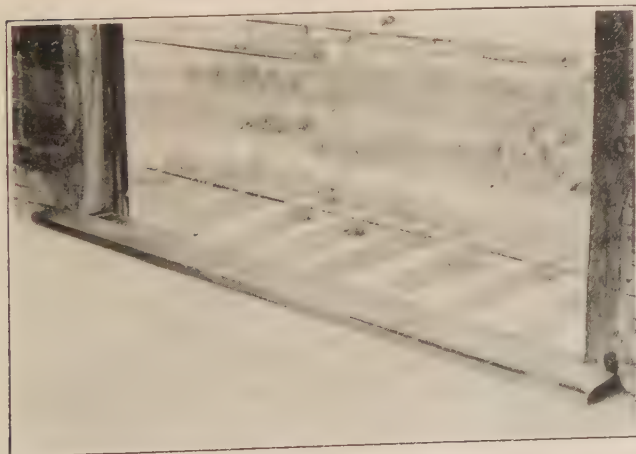
The Schmitz Release Door is construct-



Schmitz Grain Door Complete.



Three Plans of the Schmitz Release Grain Door.



Board on Floor to Give Clearance.



Flow of Grain Starting thru Schmitz Release Grain Door.

ed like the sectional grain doors recommended by the General Superintendents' Ass'n of Chicago, except that it has a joint and two hinges. The main part of the door is made of two thicknesses of overlapping 1-inch hard wood. Hinged thereto near one end is a short length of 1½-inch wood. The center of the hinges is 14 inches from the end of the door, and the lever part, 28 inches long, is firmly bolted to the short end, the hinges being attached to the 70-inch length of board, so that all hang together. No parts can be misplaced or lost. It is impossible to set the Release Door in the car in any other than the correct position. All over the door measures 12x84 inches.

When in position for loading the lever part is held closed by a hasp on a chain, giving an opportunity to seal the inner door. At the hasp is a vertical lug, made by drop forging, that projects beyond the Release Door about an inch, preventing the bulging of the ordinary sectional door above it. As the Release Door is stronger than the ordinary door above there would be a tendency for the part above to yield outward enough to let grain spill thru over the Release Door, were it not for this projecting lug, which strengthens the whole door.

To unload the car after having rolled back the outer door the operator by hand pulls up the little hasp. It might be expected that the release of the hasp would permit the lever part to fly out suddenly and strike the man opening the door, but this is not the case in practice. It is necessary in some cases to give a gentle pull. The flow of grain thus released is one foot in height and clear across the doorway, a full head of grain being released in 20 to 30 seconds, and in another minute at most the standard grain doors above are detached from the doorposts without damage or severe effort on the part of the shoveler. This increases the receiving capacity of a busy elevator at least 25 per cent, as the elevator legs get their full load at the start. Five minutes time is saved in getting the door material out of the way. From the carrier's standpoint the invention also is valuable as saving the grain doors, as this improvement does away with the necessity sometimes of chopping out the doors.

The coöperation com'ite of the Santa Fe System Lines is now giving the Schmitz Release Door a trial, about 500 carload shipments having been made on road hauls, besides some crosstown hauls, with flattering results, as shown by the reports on each shipment.

Missouri Dealers at Kansas City.

The Missouri Grain Dealers Ass'n held a meeting at the Coates House, Kansas City, on the afternoon of Aug. 22.

About 40 country shippers were in attendance and the dominant purpose of all of them was to get thoroly organized so that intelligent efforts might be made to rid the state of many of the evils affecting the grain trade.

One of the interesting things noted was that the dealers did not all talk, but all of them did sign application blanks and paid their dues. It is common knowledge that when men have a financial interest in a thing, they are all going to help make it a going concern. We predict success for the new ass'n if present interest is maintained.

This meeting followed closely the Sedalia meeting and five directors and one V. Pres. were elected which is another big step toward the completion of the organization.

The meeting opened with Pres. J. D. Mann in the chair, assisted by Sec. A. J. Sullivan.

W. J. Hurley, Clinton: I move that the temporary organization effected at Sedalia be made permanent, and that all the officers serve until our annual meeting. Motion carried.

J. D. Mann, Montrose: Since our last meeting the grain business has passed thru the worst storm probably any of us have ever experienced. Most assuredly we need co-operation and more members to make this organization successful.

S. W. Barr, Butler, told of the successive steps taken toward the completion of the organization.

Mr. Hurley: We need an organization and we must support it after we get it. We must get rid of the scooper who has no office but his hat and who buys the wheat in our sacks. We must also get rid of the sack nuisance.

Some of our Missouri laws are not based on justice. I refer to one of our laws which frequently causes us to pay twice for the same grain.

I think that the state shud be divided into districts over which chairmen shud be appointed who must be responsible for the success of the organization in that district.

In order that all these things may be successfully accomplished we need a competent hustling solicitor who will go and get new members into our association.

H. H. Horstmann, Alma: Every farmer uses our sacks and keeps them the year round. How can we get rid of the sack nuisance?

W. D. Schmitt, Appleton City: The best way to get rid of the sack nuisance is to quit having sacks. We have cut out the sacks and are glad of it.

Mr. Horstmann: You have different competitors. If I quit having sacks the farmers can go to my competitors and get all the sacks they want and that will put me out of business.

Mr. Schmitt: Human nature is very much alike everywhere. When we quit the sacks, our competitors just piled sacks into our territory, but we cud pay more than they cud so we did not lose much business after all. We still get a good deal of grain in sacks, but it is all in the farmers' own sacks.



Missouri Dealers at Kansas City Aug. 22



President J. D. Mann and Sec'y A. G. Sullivan were much pleased with the meeting.

J. J. Culp, Warrensburg: The sack nuisance is bad, but the completion of our organization must be effected before we get busy and elect our officers.

J. L. Messmore, St. Louis: In all lines of business there is a growing tendency to quit underhanded ways of doing business. You need an organization. Sympathy and co-operation are the stepping stones to success.

E. D. Bigelow, Sec. Kansas City Board of Trade: Many of our neighboring states are well organized and Missouri ought to be. The success of your organization depends upon the efficiency of the officers you elect. I congratulate you on the success so far attained and hope your association will continue to prosper.

Mr. Hurley: I suggest we divide the state into sections and let each section elect its own directors.

T. A. Bryant, St. Louis: The northern part of the state is not well represented, but the southern part is well represented. I suggest we elect part of the directors from the southern representation and then let the northern members elect their directors later.

E. L. Frerking, Blackburn: I suggest that the chair appoint a man in each county whose duty it shall be to get out a full attendance at our next meeting.

C. E. Gorman, Wakenda: A few of us from northern Missouri have held a caucus and we have decided to hold a meeting at Moberly on Sept. 22 at which time and place we will elect our quota of directors.

Mr. Hurley: I move that all non-members present come up and sign applications. Motion carried.

M. R. Zener, Schill City: We are wasting too much time. We must get busy and do something.

A. B. Harriman, Pilot Grove: Unless we quit talking and act, failure will be our reward.

Pres. Mann declared a recess and a rush was made to sign applications and the final count showed twelve new members.

Pres. Mann called the meeting to order and then things happened.

Mr. Bryant: I move that our by-laws be so amended as to allow the election of ten directors instead of eight and two V. Pres. instead of one. Motion carried.

Pres. Mann: I move that five directors be elected at this meeting and that the other five be elected at the meeting in Moberly. Motion carried.

C. B. Talbott, Laclede, was elected V. Pres.

The following directors were elected: J. A. Elliott, Lebanon; Jesse Culp, Warrensburg; J. S. Klingenberg, Concordia; W. H. Hurley, Clinton; C. F. Egers, Herman.

Mr. Hurley: I move that each director be kept fully advised as to the membership roll so that he may know whom to approach for membership. Motion carried.

Mr. Messmore: I wish to extend to this Ass'n an invitation to hold its annual meeting in St. Louis.

Mr. Barr: I move that the time and place of our annual meeting be left to our Board of Directors to be decided at the meeting in Moberly. Motion carried.

The meeting then adjourned with the understanding that all were invited and urged to be present at the meeting in Moberly, Sept. 22.

Missourians present were A. E. Asbury Jr., Higginsville; J. R. Baker, Ragmore; S. W. Barr, Butler; P. D. Blake, Stanberry; C. F. Breed, Garden City; A. L. and E. P. Crispin, De Witt; J. J. Culp, Warrensburg and S. J. Dudley, Knob Noster; J. E. Eichellberger, Eldorado Springs; J. A. Elliott, Lebanon; J. L. Frederick, St. Joseph; E. L. Frerking, Blackburn; R. C. Frerking, Corder; J. A. Gunnell, Gorin and C. E. Gorman, Wakenda; T. J. Halsey, Holden; O. M. Harrison, Glasgow; A. B. Harriman, Pilot Grove; A. C. Harter, Sedalia; G. W. Helm, St. Joseph; H. H. Horstmann, Alma, and W. H. Hurley, Clinton; J. M. Kaumans, Montrose; J. S. Klingenberg, Concordia; J. D. Mann, Montrose; G. E. Marshall, Archie; A. H. Meinershagen, Higginsville; Arch McGilroy, Mendon; J. C. McKee, Westboro; J. K. Quick, Dalton; S. L. Rissler, Pleasant Green; W. D. Schmitt, Appleton City; C. B. Talbott, Laclede; W. H. Trench-

ard, Hardin; C. Wayland, Carrollton; Wm. Wollard, Dunnigan, and M. R. Zener, Schell City.

Kansas dealers represented were J. D. Mead, Ft. Scott and W. P. Pickerill, Clafin.

Iowa sent C. A. Johnson, Ft. Madison, and Max M. Patton, Des Moines.

St. Louis was represented by T. A. Bryant, J. L. Messmore, B. L. Slack and C. L. Wright.

Ballard Messmore Grain Co. handed out convenient pocket lead pencils.

T. A. Bryant was here, there and everywhere urging dealers to join.

Twelve applications for membership were received, viz: J. R. Barker & Co., Raymore; Carrollton Grain Co., Carrollton; Dalton Grain Co., Dalton; Dunnigan Mfg. Co., Dunnigan; J. L. Frederick Grain Co., St. Joseph; C. E. Gorman, Wakenda; J. A. Gunnell, Gorin; G. W. Helm, St. Joseph; Higginsville Mfg. Co., Higginsville; Rankin, Whitham, Grain Co., Mendon and Westboro Grain Co., Westboro.

SACKS AND SACK TROUBLES.

"I have 300,000 sacks. I wish I cud do without them. I wud burn them tomorrow."

A dealer with 90,000 cotton sacks cost-

ing 25 cts. each said it cost him ½ cent per bushel to handle wheat in sacks, on the basis of handling 300,000 bus. in a year.

Did he know? Look at these figures:
Cost 90,000 sacks @25 cts.....\$22,500.00
Interest on this capital @6%..... 1,350.00
Depreciation 20%..... 4,450.00
Insurance @1%..... 225.00

\$6,025.00

He cannot get away from losing \$6,025.00 or over 2 cts. per bu. Then the sacks must be piled, patched, emptied and stored, adding at least ½ cent per bushel more. You can't beat death and taxes, neither can you beat the sack lending game.

CORN cultivation in the Philippines has greatly increased during the past 2 years, due to the successful educational campaign by the Philippine Buro of Education. In 1912 the acreage was 747,505 and in 1913, 948,160; the yield increased from 3,968,633 bus. to 6,942,942 bus. The soil of the islands is well adapted to the growing of corn of an excellent quality. The rice imports are rapidly decreasing as a result of this increase in corn production.



Dealers at Kansas City Aug. 22.



Missouri Dealers at Kansas City Aug. 22

Feedstuffs

CHICAGO, ILL.—The Edwards-Loomis Co. continues to enlarge its plant and recently has added a new warehouse and installed a molasses feed dept.

PEORIA received 2,415 tons of feed and shipped 6,651 tons in July; compared with 10,523 tons received and 10,016 tons shipped during July 1913.—John R. Lofgren, sec'y Board of Trade.

THE ALLIANCE ALFALFA HAY Co., of Denver, Colo., has taken over the North Colorado Alfalfa Meal Co.'s mill at Broomfield, Colo. The new management will make some necessary repairs on its acquisition and will then operate it full time.

THE CHARLES M. COX Co., Boston, Mass., has registered the name "Wirthmore" for its poultry feeds. The company manufactures scratch, mash, chick and growing feeds. The trademark is the picture of several sacks of feed for which chickens are rushing, with the registered name arched above.

R. J. HOUSE & Co., Kansas City, Mo., were fined \$50 and costs in the United States District Court for the adulteration and misbranding of a shipment of corn chops shipped from Missouri to Arkansas. Examination of the feed showed that 0.826 per cent of sand had been mixed with it. The firm pleaded guilty.

E. J. BUTLER, Kansas City, Mo., of the Washington Country Alfalfa Mixed Feed & Milling Co., recently made contracts with the farmers in the vicinity of Riverton, Wyo., for alfalfa to be used in a feed mill which he is preparing to build at that place. The new mill will have a capacity of 20 tons per day and will be electrically driven.

THE CHAMPION FEED Co., Tarkio, Mo., was fined cost of court proceedings, made to execute its bond for \$500 and ordered to relabel a shipment of molasses feed which it shipped from Missouri to St. Marys, Kan. The feed was labeled 13 per cent protein and was found to contain only 9.29 per cent. The claimants moved the court for an order discharging the product from custody.

A SHIPMENT of 300 sacks of wheat bran was recently delivered to A. L. Bartlett Co., Rockford, Ill., upon payment of court costs and the execution of its bond for \$250. The shipment was made by the Pillsbury Flour Mills Co., Minneapolis, Minn. It was found to contain 4.05 per cent screenings when it was branded as wheat bran. The label of the shipment was ordered changed by the court.

UPON DEFAULT of claimant to appear, a shipment of 400 sacks of soft winter wheat bran which had been shipped over the Cumberland Valley R. R. to Bernet, Kraft & Kaufman Mill Co., Dillsburg, Pa., were sold by the United States marshal upon a judgment of condemnation and seizure by the United States Court. The shipment was made from Missouri and was found upon examination to contain 26.7 per cent screenings.

THE RAINBOLT Corn-Falfa Milling Co. was incorporated at Omaha, Neb., Aug. 7, with a capital stock of \$100,000. Peter Krugh was chosen pres. and Ray Rainbolt, sec'y. The incorporators are Peter Krugh, Ray and C. S. Rainbolt. The new company will specialize in the manufacture mixed and molasses feeds and will deal

to some extent in hay and grain. Preparations are now under way for the beginning of work on a feed mill and elevator.

WHEAT BRAN belonging to and shipped by the Northwestern Consolidated Milling Co., Minneapolis, Minn., which was seized by the government upon the ground that it was adulterated with screenings and misbranded as pure wheat bran was released recently upon the furnishing of a satisfactory bond by the claimant. The action was dismissed upon stipulation between the representing attorneys. Examination showed the bran to contain screenings.

THE McFADDIN-Wiess-Kyle Rice Milling Co. of Beaumont, Tex., went into the receiver's hands recently upon application of the First National bank of Beaumont. The company is one of the largest in the south. The receiver's bond was fixed at \$25,000. S. W. Pipkin was appointed receiver. The move on the part of the counsel representing both sides agreed this was the best method to settle the discord among the four directors of the company.

PROPORTIONS OF SHELLED CORN AND ALFALFA hay for fattening western lambs are given by W. C. Coffey in Bulletin No. 167, University of Illinois Experiment Station. A maximum proportion of these feeds should not be greater than 1 part corn to .66 parts alfalfa, tho less than the maximum ratio was found to bring better results for the inexperienced feeder. In the fattening process the highest gain is made when the proportion of corn is as great as the lamb can consume.

THREE CARLOADS of feed barley against which libels were filed in the United States District Court for alleged adulteration were ordered sold or delivered to H. Poehler Co., Minneapolis, claimants, upon payment of court proceedings and the execution of a \$3,000 bond. The shipment in question was made from Minnesota to Illinois. It was branded feed barley and upon examination showed a considerable amount of screenings, weed seeds, and barley needles. The defendants admitted the allegations in the libels.

A SHIPMENT of 4,800 sacks of mixed feed shipped by Rea-Patterson Milling Co., Arkansas City, Ark., from Kansas to Missouri, was recently sold by the United States marshal after a judgment of condemnation in the United States District court. Thirty-eight sacks of the shipment were returned to the claimant upon payment of court costs and the execution of a bond of \$150. The libel for condemnation alleged the feed contained cracked wheat and screenings in adulteration. The company admitted the allegations.

THE OHIO FEEDINGSTUFFS law exempts from registration pure wheat bran and middlings as well as straight corn and oat chops. The products not subject to license do not require percentage claims of protein, fat and fiber. If bran or middlings be other than pure or sacks be branded "With Ground Screenings Not Exceeding Mill Run," then the products will be subject to registration. If corn and oat chops consist of more than the full grains of corn and oats, the mixture would require registration, for instance, if to straight corn or oat chops there be added either corn siftings, screenings, oat hulls, or corn cobs then these additional materials not being of the entire whole grain would make the product subject to license. Any mixture subject to registration under the Ohio Feedingstuffs Law must

show the ingredients of which the same is composed as well as analysis claims for protein, fat and fiber.—S. H. Johnson, Chief Inspector, Columbus, O.

Feed Dealers Favor Cash Sales.

At a recent meeting of the Millers & Feed Dealers Ass'n in Jamestown, N. Y., the members expressed themselves as being in favor of cash sales between the ass'n and customers, and took steps to inaugurate such a system to go into effect Sept. 1. This move was not taken by the ass'n until after a thoro investigation of the method of doing business in other sections of the state. In the places studied it was shown that benefits had been derived both for the dealer and consumer. The meeting was well attended by the dealers and millers in Chautauqua and Cattaraugus Counties.

The ass'n, which was only recently organized, has chosen the following officers: Leigh S. Nichols, Kennedy, pres.; Edwin A. Bragg, Conewango Valley, vice-pres.; Austin W. Carpenter, East Randolph, sec'y; Henry Neff, Salamanca, treas.; and W. H. True, Cattaraugus, A. B. Archer, Conwango, and W. J. Wheelock, Salamanca, directors.

Exports of Feeding Stuffs.

Exports of feeding stuffs during June, 1914; compared with June, 1913; and during the 12 months ending July 1, 1914; compared with the corresponding period of 1913, according to the report of the United States Bureau of Statistics, were in tons as follows:

	June.		Twelve months ended July 1.	
	1914.	1913.	1914.	1913.
Bran and middlings	315	178	2,570	6,179
Dried grs. and mlt. spts.	6,183	11,659	59,788	79,160
Mill feeds	4,187	15,534	67,690	156,142
OIL CAKE AND OIL CAKE MEAL.				
Corn	2,163	4,731	29,515	38,131
Cottons'd	18,055	30,007	399,987	564,046
Linseed	18,483	39,537	331,434	419,059
All other	242	103	4,244	3,443

I ALWAYS liked the Grain Dealers Journal and in stopping it feel as if I am parting with an old friend.—Frank Thoms, Lents, Ore.

THE WHEAT yield for Great Britain for this year is estimated at 58,560,000 bus., which amount is an increase of 10 per cent over last year's crop. The oats crop shows a decrease of 3 per cent from last year's which was 205,000,000 bus.

MR. and Mrs. James A. Patten, who have been in Europe since the beginning of hostilities, arrived in New York Aug. 19 on the liner Finland. They told of their many trying experiences, of the horrors of war and of being suspected as spies.

L. A. COOKSEY, treas., of the St. Louis Elevator & Grain Co., St. Louis, registered Aug. 8 in London with the Citizen's Com'te. This com'te is organized to assist American citizens in the war zone. Mr. Cooksey has just returned to St. Louis.

EUROPEAN wheat acreage promises small. Broomhall's weekly cable review says next crop will be short if war continues this fall. Crops estimated small but estimates will have to be much reduced due to poor gathering and damage otherwise. Heavy arrivals in United Kingdom increasing stocks but continent will shortly compete with England for American wheat. Russia may allow exports to friendly countries but this is uncertain. India and Australia have small surplus.—C. A. King & Co.

Meeting National Industrial Traffic League.

The summer meeting of the National Industrial Traffic League was called to order by Pres. H. G. Wilson of Toledo at the Copley-Plaza Hotel, Boston, Mass., at 10 a. m., Aug. 12.

It was voted that the membership be circularized by the Sec'y calling attention to the order of the Interstate Commerce Commission requiring inquiry into the methods of embargo for the purpose of bringing out all the facts, customs and practices of the carriers.

J. C. Lincoln of New York, who has been conducting negotiations regarding the B/L was called upon for information and outlined the status of legislation, referring first to the following:

PROPOSED AMENDMENT TO THE CARMACK AMENDMENT OF THE COMMERCE ACT.

"Any common carrier, railroad, or transportation company receiving property from a point in one State or Territory or the District of Columbia to a point in another State, Territory, District of Columbia, or foreign country shall issue a receipt or B/L therefor, and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may pass, and no contract, receipt, rule, regulation, or other limitation of any character whatsoever, shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed; and any such common carrier, railroad, or transportation company so receiving property for transportation from a point in one State, Territory, or the District of Columbia to a point in another State or Territory, or from a point in a State or Territory to a point in the District of Columbia, or to a foreign country, or for transportation wholly within a Territory shall be liable to the lawful holder of said receipt or B/L or to any party entitled to recover thereon, whether such receipt or B/L has been issued or not, for the full actual loss, damage or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass, notwithstanding any limitation of liability or representation or agreement as to value in any such receipt or B/L, or in any contract, rule, regulation, or in any tariff filed with the Interstate Commerce Commission; and any such limitation, without respect to the manner or form in which it is sought to be made, is hereby declared to be unlawful and void:

"Provided, however, That if the goods are hidden from view by wrapping, box-

ing, or other means, and the carrier is not notified as to the character of the goods, the carrier may require the shipper to specifically state in writing the value of the goods, and the carrier shall not be liable beyond the amount so specifically stated, in which case the Interstate Commerce Commission may establish and maintain rates for transportation, dependent upon the value of the property shipped as specifically stated in writing by the shipper. Such rates shall be published as are other rate schedules:

"Provided, further, That nothing in this section shall deprive any holder of such receipt or B/L of any remedy or right of action which he has under the existing law:

"Provided, further, That it shall be unlawful for any common carrier to provide by rule, contract, regulation, or otherwise a shorter period for giving notice of claims than ninety days, and for the filing of claims for a shorter period than four months, and for the institution of suits than two years:

"Provided, however, That if the loss, damage, or injury complained of was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claims nor filing of claim shall be required as a condition precedent to recovery."

In drafting the foregoing amendment Mr. Lincoln said the legislators were in error, having overlooked the fact that today the railroads provide two rates, one without any limitation other than the common law liability and the other the limited liability. If the shipper chooses the common law liability he must under the reading of the tariffs pay 10 per cent extra.

So it is feared that if the amendment becomes law it will automatically cancel all limited liability rates and in effect increase rates 10 per cent.

This dangerous amendment has been incorporated in the securities bill which is an administration measure. Mr. Lincoln wrote to Senator Cummins calling his attention to this effect upon the shipping public and he replied that the Commission has announced its intention to make an investigation of released v. non-released freight, and in view of this there should be no legislation.

A motion by Mr. Lincoln that a small com'te be appointed for the purpose of trying to perfect legislation in the conference com'te was carried; that the Bs/L should be a matter of separate legislation and that the present Carmack amendment as reported by the House be re-enacted.

The Com'te on Standard Forms for

Presentation of Claims brot in a report that the use of the present standard form be continued.

Natural Shrinkage.

A motion by Mr. Denig of Cincinnati and amended by Mr. Rippin of St. Louis was carried as follows:

That exceptions to rules in the Central Freight Ass'n and trunk lines be referred to the com'te on weighing with the idea that this com'te negotiate with the carriers to have the rule withdrawn and to agree with the carriers on a list of articles to be specified in this section of the weighing code rules, on which there is no question of a shrinkage in transit.

Bursting of New Elevator Annex at Ivesdale, Ill.

The Baldwin Elvtr. Co., of Ivesdale, Ill., being in need of additional storage, recently let the contract to C. O. Klein & Co., lumber dealers, for the building of a 20,000 bu. addition. The work was done by local carpenters, who no doubt believe that 2x4 inch cribbing is strong enough to hold anything. However, as a matter of precaution they put in two or three small tie rods to hold the outside walls of the outside bins. These tie rods were flattened at the ends, two holes drilled thru each end and the rods spiked to the cribbing.

Each of the outside bins was intended to hold 6,000 bushels of oats, but when about 4,500 bus. was put in, the outside wall opened out just like a door, as is shown in our illustrations herewith, and the oats ran all over the surrounding landscape. The following week the other side of the annex also broke out and 2,500 more bushels of oats were spilled on the ground. The walls will be replaced and tied in with rods strong enough to withstand the pressure of light weight oats.



One Side of the New Annex to Baldwin Elevator Co.'s Elevator at Ivesdale, Ill.



The Other Side of Ivesdale Elevator.

Seeds

New Rockford, N. D., Aug. 21.—Flax fair.—J. C. Farmer, agt. Ely Salyards & Co.

THE HARNDEN SEED CO., Kansas City, Mo., recently had its charter extended for 25 years.

MINNEAPOLIS received 232,750 bus. of flaxseed during July and shipped 10,050 bus.; compared with 432,505 bus. received and 121,680 bus. shipped in July, 1913.

ALSIKE and clover seed turning out well, tho the quality is mostly poor. Good demand for alfalfa and vetch.—The Young-Randolph Seed Co., Owosso, Mich.

AUSTIN REED of Gull Lake, Mich., claims to have averaged 46 bus. to the acre in the growing of wheat. Mr. Reed grows seed for the King Seed Co., of Battle Creek, Mich.

TIPPECANOE, IND.—We will not get much if any new small clover, but will have a fair amount of mammoth clover. Our crop will not be over 30% of the 1913 crop.—Urschel Bros.

THE OKLAHOMA SEED CO., of Muskogee, Okla., was incorporated with a capital stock of \$5,000 recently. The incorporators are Jennie V. Koepke, Chas. J. Koepke, and Samuel J. Ward, all of Muskogee.

THE RUDY PATRICK SEED CO. of Kansas City has increased its capital stock to \$100,000.00 and will on Sept. 1 occupy new quarters at 9th St. and Santa Fe R. R. The new location will give the firm double its old capacity.

A. M. FERGUSON, Sherman, Tex., is building a seed corn shelling addition to his warehouse. The new building will be equipped with thoroly up-to-date machinery. Mr. Ferguson specializes in seed corn and seed oats.

BUCKWHEAT shipments to the United States for consumption from July 1 to Oct. 3, 1913, which were subject to a duty of 15c per bu., amounted to 46,20 bus. and from Oct. 4 to Dec. 31, 1913, not subject to a duty, to 66,005 bus.

BROOM CORN importations into the United States for consumption which were subject to a duty of \$3 per ton amounted to 10.07 tons from July 1 to Oct. 3, 1913, and to 375 tons from Oct. 4 to Dec. 31, 1913, when admitted free.

THE PERRYDALE Flouring Mills, Perrydale, Ore., has recently constructed a three-story addition connecting its mill and warehouse. The new building is equipped with bins and spouting for sacking flour seed and a special clipper clover cleaner.

SEED-GRAIN is treated before planting according to a new process worked out by Henry Ernest Fry, Godmanstane, Dorchester, England, by first placing it in a solution of a manure or a solution of nitric acid and passing an electric current thru the solution.

DULUTH received 8,748,242 bus. of flaxseed and shipped 9,400,982 bus. during the year ending July 31, 1914; compared with 17,069,481 bus. received and 15,330,381 bus. shipped in the year ending July 31, 1913. Receipts of Canadian flaxseed amounted to 1,395,024 bus. and shipments to 390,190 bus. during 1913-14; compared with 4,100,969 bus. received and 3,914,128 bus. shipped in 1912-13.—Chas. F. Macdonald, sec'y Board of Trade.

THE OFFICERS of L. Teweles Seed Co., which was recently incorporated to succeed L. Teweles & Co. at Milwaukee, Wis., are L. Teweles, pres., Hugo Teweles, vice-pres., and Max Teweles, sec'y and treas. No change is made in the management of the company.

IMPORTS of clover seed this season promise very small. Europe had good prospect but war has greatly changed the situation. France, Austria-Hungary, Russia and Italy are usually the leading producers. Much will be used for hay instead of seed. Farm labor will probably be scarce for several months. It will probably be employed more in securing the crops needed for human and animal food than in harvesting clover seed. United States imports clover seed nearly every season. We have imported every season for several years with the exception of 1908. Total net imports at the seaboard for the season ending July, 1914, were 73,000 bags all kinds of clover seed against 85,400 season previous when about half were red clover. Imports include red, alsike, white, crimson and other clover seeds, red clover unfortunately not being given separately. Three seasons ago crop was extremely short and net imports very large, 247,000 bags all kinds. How much of it was red clover is uncertain. Net imports four seasons ago were 145,000, five years ago 40,600. In 1908 we had the biggest crop since 1897 and we exported 108,000 net. We usually export timothy but import clover.—C. A. King & Co.

From the Seed Trade.

RICHMOND, VA., Aug. 19.—Clover, timothy, alsike, alfalfa and blue grass is not grown in this section for seed purposes, practically all of these crops that are seeded here are for hay crops, and the seed is not saved.—Diggs & Beadles.

KANSAS CITY, Mo., Aug. 22.—We have had a severe douth here for the past sixty days and we do not look for anything in the way of timothy or clover seed. The blue grass crop was good and same has been harvested. Prospects for alfalfa are fairly good, but the corn will not make half yield, and we will have to look for clover and timothy on a different market this season.—Harnden Seed Co.

PIERRE, S. D., Aug. 21.—The alfalfa seed crop is in the best of condition at this time, with the acreage increased fully one-third over last year. The seed is ripening nicely and will all be cut in the next two weeks. Present condition of the fields indicates a much larger crop than last year. About 20 per cent of the old crop is yet in the hands of farmers. Very little timothy, clover or alsike is grown here.—Pierre Pure Seed Co.

NEW YORK, Aug. 15.—Vetches will be the question of the day. There is none to be had and America does not produce any seed, turning it all into hay, and it looks as if the farmer would get tired of these high prices and will use oats and other cheap articles in its stead. Alfalfa seed is going to cost money as the cheap European seed will not influence the market. We are of the opinion that business will go on alright if dealers keep to reasonable prices and don't go in for all the profit there is in the game. Taken as a whole the prevailing situation abroad will undoubtedly affect this country for a while, but we believe things will calm down and financial conditions will be stronger here eventually.—I. L. Radwaner.

BEAVER DAM, WIS., Aug. 24.—The crop of clover seed will be double that of last year because the yield per acre is double on account of the dry weather during July and the first three weeks of August making the heads full of seed. Much interest is being taken by farmers in the pedigree rye being sent out by the Wisconsin Experiment Station. Many who grew it this season have had yields ranging from 36 to 48 bus. per acre.—H. E. Krueger.

NEW YORK, Aug. 21.—Reports that the United States Government is considering the purchase of German vessels gives more hope for the import of seeds. Big export interests are in favor of this undertaking and vessels will not come back empty; everyone has a chance to charter freight room, seed exporters, too. The opinion in some quarters pronouncing the importation of seeds as demoralized seems to be too pessimistic. As soon as troop movements have been completed only supply trains will be needed and enough rolling stock will be obtainable for commercial purposes to forward goods to seaports. French, English, Holland, Italian and Scandinavian lines are in operation. The carry-over in Europe of red clover is estimated at about 30,000 sacks. Values as they prevail now in this country should offer inducements to foreign holders to ship the seed to this country. Higher exchange, freight and insurance rates, however, will have an effect on prices. Cables from Paris and Hamburg, via Copenhagen, indicate a firm market. The demand for alfalfa has been extremely heavy. Prices have advanced 60% within the last three weeks. Crimson clover has had its ups and downs this season. Values are still high although fair offerings but few takers. Delaware and Virginia need rain to improve the demand. Timothy buying seems to have stopped on account of money tightness. Will Europe be able to export orchard and other grasses? If not, more domestic grasses will be needed. A Paris dealer writes: "My Staff is at the front, when will they join my regiment again?"—Loewith, Larsen & Co.

Imports of Seeds.

How much the seed trade is going to be affected by war conditions in Europe is a matter that can now only be estimated. One thing that is certain is that the importations into the United States for consumption will be stopped if the trouble continues or at any rate will be materially reduced during the last half of this year, compared with the corresponding period of last year. Naturally this decrease will have its effect on the price of seeds at seeding time.

An examination of the imports for the last six months last year will best show the extent of our ordinary needs. Grass seeds which were free of duty totaled approximately 14,000 tons. Of this amount, the alfalfa imports from July 1 to Oct. 3, 1913, amounted to 1,374 tons, alsike 357.68 tons, crimson clover 2,676 tons, red clover 78 tons, white clover 18 tons, all other grass 942 tons, hairy vetch 984 tons, spring vetch 75 tons, and all other vetch seeds 752 tons; from Oct. 3 to Dec. 31, 1913, the imports of alfalfa were 477 tons, of alsike 1,102 tons, crimson clover 1,527 tons, red clover 712 tons, white clover 240 tons, all other grass 676 tons, hairy vetch 263 tons, spring vetch 45 tons, and all other vetch 1,689 tons. The flaxseed importations for the period from July 1 to Oct. 3 which were subject to a duty of 25c per bu. were 717,114.16 bus.,

and for the period from Oct. 3 to Dec. 31, 1913, subject to a duty of 20c, were 3,064,769.57 bus. Mustard seed imports amounted to 985 tons from July 1 to Oct. 3 and to 1,597 tons from Oct. 4 to Dec. 31, 1913. Mustard was admitted free. Bean shipments under a duty of 45c per bu. totaled 175,778.21 bus., and under a duty of 45c minus 20 per cent according to the reciprocity treaty with Cuba to 235 bus. during the third quarter of the year. Dried peas importations when dutiable at 25c per bu. amounted to 52,922.33 bus., and when dutiable at 25c minus 20 per cent according to the reciprocity treaty with Cuba were 30 bus. during the third quarter of the year. For the last quarter of the year dried pea importations subject to a duty of 10c and 10c minus 20 per cent (reciprocity treaty with Cuba) were 219,316.53 bus., and 63 bus., respectively. Peas for seeding purposes amounted to 5,210 bus. from July 1 to Oct. 3, and were subject to a duty of 40c per bu., as reported by A. H. Baldwin, chief of the Bureau of Foreign and Domestic Commerce.

As might have been anticipated importations have increased greatly under the free list and lower duties.

Imports and Exports of Seeds.

Imports and exports of domestic seeds and re-exports of foreign seeds during June, 1914; compared with June, 1913; and during the 12 months ending July 1, 1914; compared with the corresponding period ending July 1, 1913, as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were in pounds as follows:

	IMPORTS.		Twelve months ended	
	June, 1914.	1913.	1914.	1913.
*Castor beans	114,581	93,449	1,030,543	87,747
*Flaxseed	665,776	292,003	8,653,235	5,294,296
Red clover	143,868	73,792	6,764,218	6,072,842
Other clover	708,348	1,327,262	23,343,431	15,151,715
Other gr's	2,865,361	788,182	31,937,701	25,452,067
EXPORTS.				
Clover	41,725	9,345	4,640,852	5,407,594
Timothy	269,298	444,457	12,480,294	17,559,653
Other				
gr'ses	225,314	184,971	5,156,801	8,226,512
*Flaxseed	23,110	12	305,546	16,894
EXPORTS OF FOREIGN SEEDS.				
Clover				1,810
Other				
grasses		12,000	107,395	118,100

*Bus.

I TAKE the Grain Dealers Journal regularly and am very much pleased with it. I certainly appreciate the valuable information I receive from reading it.—B. C. Smith, mgr., Stroemer Grain & Supply Co., Muriel, Neb., R. F. D. No. 2, Glenville.

IN ORDER to keep posted and maintain the standard of success which I have enjoyed, I find it necessary for me at this time to send in my subscription for the Grain Dealers Journal unsolicited.—J. J. Overholtzer, mgr., the Farmers Co-operative Ass'n, Alcester, S. D.

THE CANADIAN wheat market will probably be used as an outlet for a large amount of American wheat this year. Different firms have already begun the shipping of wheat into Canadian territory. The price is \$1.10 per bu., duty paid and delivered at the mills. In many cases this wheat is underselling the local product. It is thought by many that the Canadian import duty will not stop these shipments, as wheat will be in demand owing to the large flour orders being placed in Canada by the British government.

VETCH SEED.

The common vetch and the hairy vetch are the two best known members of the family of vetches grown in the United States. Both varieties are cultivated most extensively in the Willamette Valley, Oregon. As legumes, they are cultivated for soil building, hay and seed. The latter is an edible bean. About twenty species of vetch grow wild in the United States and are commonly known as wild peas.

Common vetch is strictly an annual and grows three to five feet in length. The leaves are pinnate, with about seven pairs of leaflets and a terminal tendrill. The pods are brown and bear four or five seeds, the common variety grown in the United States being gray. Owing to the fact that the seed is grown largely in western Oregon, where it is usually fall sown, it has also become known as Oregon winter vetch.

Methods of harvesting differ, due partly to difference of opinion as to the best method but more largely to the machinery which the grower has. C. V. Piper and Roland McKee in Farmers Bulletin 515, U. S. Dept. of Agriculture, have written a comprehensive monograph on vetches.

Were it not for high freight rates, western Oregon could supply all the vetch seed required in the United States. The price paid to the grower has varied greatly, the maximum being 1½c a pound; but in 1909, owing to extraordinary conditions, only one-half a cent a pound was paid, at which price the seed crop is unprofitable.

Common vetch seed retains its vitality for about three years after which it deteriorates rapidly. On the other hand very fresh seed of common vetch does not germinate well, a large proportion of the seed being hard and much of this does not germinate until the following season. Seed 18 months old has been found to germinate 98 per cent within ten days, while seed six months old required 24 days to germinate 93 per cent.

Hairy vetch differs from common vetch in being much more hardy and in acting as a biennial if planted in the spring. It has narrower leaflets and hairy herbage. The flowers are blue violet, borne in clusters of about 30 on a long stalk. The pods of hairy vetch shatter much more easily than those of common vetch and

the seeds are smaller, globular and nearly black.

The seed is nearly all obtained from Russia. Its wholesale price at European ports varies from 3c to 7c a pound. About 500,000 pounds are imported each year. Without doubt more hairy vetch would be grown in this country if the seed were cheaper. There is little likelihood of the European seed ever reaching the American farmer at a satisfactory price, but it can be readily grown in nearly every state at far less expense than it can be imported. At the Mississippi experiment station hairy vetch was harvested from the same piece of land five years in succession without resowing, enuf seed shattering during harvest to produce a perfect stand.

Success with the vetches depends on pure seed. For this reason it is well to know the difference between the seeds of common and hairy vetch. Seeds of hairy vetch, Fig. 1, average smaller than those of common vetch, Fig. 2, in the engraving. They are nearly spherical and roll readily. The usual color of pure trade lots is grayish or leaden black. New seed is brown or greenish and often faintly mottled.

Another method of detecting adulterations is by means of the seed scars. The seed scar of common vetch as it appears under the microscope is shown in Fig. 3; the seed scar of hairy vetch is shown in Fig. 4. The seed scar of wild vetch is distinctly different from that of the hairy vetch in being more nearly wedge-shaped, black, and by having a slender but distinct ridge along the center similar to that in the scar of common vetch.

MALT importations into the United States from July 1 to Oct. 3, 1913, were 1,620 bus., dutiable at \$.65 per bu., and from Oct. 4 to Dec. 31, 1913, were 1,770 bus., dutiable at 25c per bu.

HAY importations into the United States from July 1 to Oct. 3, 1913, amounted to 26,344.02 tons and were subject to a duty of \$6 per ton. From Oct. 4 to Dec. 31, 1913, the importations amounted to 50,293.62 tons and were subject to a duty of \$2 per ton.

REFUND of the greater part of the Japanese import duty on wheat will hereafter be made upon the exportation of the wheat as flour as the result of a recent imperial order. The present duty is 77 sen or 38.3c. Seventy sen or 34.8c of this amount is to be refunded.

RICE for consumption in Egypt will need to be imported this year. The crop has been a failure because of the low water supply in the Nile. The river has not been so low in nearly 100 years. The facilities for water storage have been insufficient to relieve the distress.

THE DESTRUCTION of the Welland Canal locks is being guarded against by the Canadian government because of threats to blow up the locks in order to prevent the passage of grain to Montreal and thence to England. Several thousand of the Royal Canadian Reserves have been pressed into this service.

J. M. FRISCH & CO., Baltimore, Md., were made to pay the cost of court proceedings, execute their bond for \$1,000 and relabel a shipment of wheat made by them from Maryland to Florida. The shipment was found upon examination by the government to contain rye. The claimants in filing their answer alleged that the misbranding was due to ignorance rather than an intentional adulteration.

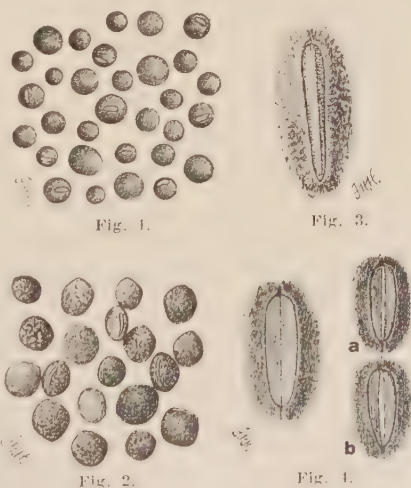


Fig. 1—Seeds of Hairy Vetch, Natural Size. Bull. 515, U. S. Dept. of Ag.
Fig. 2—Seeds of Common Vetch, Natural Size.
Fig. 3—Seed Scar of Common Vetch—Enlarged.
Fig. 4—Seed Scar of Common Vetch.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The Tom Hill Grain Co. incorporated; capital stock, \$325,000; incorporators, Tom Hill, pres.; and H. T. Terry, sec'y-treas.

Little Rock, Ark.—Dan Daniel, of the Dan Daniel Grain Co., on Aug. 16 started the inspection of the 1,230,000 bus. of wheat tied up in cars on the Arkansas division of the C. R. I. & P. by the recent embargo of the carrier. The first inspection was at Argenta, where grain was reported in good condition.

CALIFORNIA

Los Angeles, Cal.—The Newmark Grain Co. has transferred its public storage business to the Imperial Grain & Warehouse Co., because the state railroad com'n ruled that the grain company was a public utility corporation and as such tried to compel it to disclose its affairs to the com'n and thru them to the public. In as much as the public storage business of the grain company represented a very small proportion of its business, the company did not feel that it was called upon to make its business public to outsiders, particularly to its competitors. Other firms have transferred their public storage business to separate companies and we felt that it was best for us to do the same thing. The transfer does not affect the working of our company, nor for that matter that of the Imperial company in any way. The only difference will be that from now on the public storage business will be accounted for to the com'n by the Imperial company instead of by us. The Imperial Grain & Warehouse Co. by the authority of the com'n, issued 456 shares of stock to us in payment for the warehouse at Owensmouth, known as Canoga sta.; warehouse at Fernando, with all property except the machinery, together with the lease on the property from the South Pac. Co.; warehouse at Palms, with all property except the machinery, together with the lease from the Pacific Electric Ry. Co. and another warehouse at Palms, leased from Hook Bros. We reserved the right to use ¼ of the space in the warehouses and to retain the machinery which we will use only in our cleaning and milling business.—Newmark Grain Co.

CANADA

Highland, Alta.—The Farmers Co-operative Co. is building an elvtr. here.

Duck Lake, Sask.—The Duck Lake Mlg. Co. will build an elvtr. in connection with its mill here.

Gravelbourg, Sask.—I have gone to Wildrose, N. D.—C. O. Highum, formerly mgr. Highum Bros.

Ogema, Sask.—The elvtr. of the Lake of the Woods Mlg. Co. burned recently. It will be rebuilt at once.

Port Arthur, Ont.—The Port Arthur Board of Trade has petitioned the government to increase the capacity of the government terminal elvtr. at this point.

Fort William, Ont.—The Boards of Trade in this city and Port Arthur are making a vigorous protest against the proposed removal of the head office of the Canadian Grain Com'n from this city to Winnipeg.

Regina, Sask.—The Saskatchewan Co-operative Elvtr. Co. will build brick elvtrs. at Shelbrook, Parkside, Blaine Lake, Waldheim, Glenside, Flunkett, Broadview, Eagle Creek, Leslie, Turtleford, Kelsom, Watson, Fiske, Eston, Richlea, Zealandia, Pinkham, Jansen and Riverside.

Vancouver, B. C.—The Minister of Agriculture and Finance has announced that the government transfer elvtr. for British Columbia, which was provided for in an appropriation of \$4,000,000 by the Dominion Parliament for storage and transfer elvtrs. in the western Provinces, will be located at the Government docks in Vancouver. Plans for the plant are being prepared and tenders for construction of the buildings will soon be requested. It will be equipped with all the latest hoisting and cleaning apparatus necessary to handling large consignments of grain. The elvtr. will have a capacity of 1,500,000 bus. and will be provided with excellent and ample facilities for handling and transshipping wheat and other grains.

St. John, N. B.—The elvtr. of the Intercolonial Ry. Co., containing 70,000 bus. of wheat which had recently been stored for shipment to England, burned at midnight Aug. 13. The fire spread to a freight shed of the company, destroyed 3 freight cars and did considerable damage to other cars in the yard and to the train shed and depot of the company. The loss on the elvtr. and equipment is placed at \$250,000 and the loss on the wheat at \$50,000, the total loss being figured at \$300,000. It is a mystery how the fire started and grave suspicion is fastened on incendiaries. The elevator was in operation until 10 p. m. and about half an hour after that the weighmen passed through the structure from the top to cellar and there was no sign of a fire. Even the fires in the furnace, a distance away, were very low. About 12:30 flames were shooting 200 ft. in the air. The elvtr. was supposed to be under police guard and the matter is being investigated as there is a strong suspicion that spies started the blaze.

WINNIPEG LETTER.

The elvtr. of the Olafson Grain Co. at Elmwood burned Aug. 15; loss \$20,000.

The following officers have been nominated for the Grain Exchange, which will hold its annual election Sept. 9: S. T. Smith, pres.; W. E. Milner, vice-pres.; and C. N. Bell, sec'y-treas.

Henry Stemper, who recently joined the forces of the Grain Growers Grain Co., has been made managing director of the company. He was formerly with the J. Rosenbaum Grain Co. at Chicago.

The Interior Elvtr. Co., Ltd., incorporated; capital stock \$100,000; Norman McLeod Patterson, John S. Blair, Geo. Saunders, all of this city, and Donald McKay and Wm. F. Roche of Ft. William, incorporators.

The clearing house of the Grain Exchange has notified the trade that a check for original margin of 10c per bu. must accompany all new trades which increase the present line and must accompany clearing check when presented. This restriction is intended to safeguard all concerned.

COLORADO

Denver, Colo.—The Crescent Mill & Elvtr. Co. recently closed its plant for a week for needed repairs.

Lucerne, Colo.—Lucerne Elvtr. & Merc. Co. incorporated; capital stock, \$15,000; N. D. Bartholomew, H. N. Beckling, and W. M. Wilson incorporators.

Hudson, Colo.—The recently completed elvtr. of the O'Donnell-Kellogg Grain Co. of Stratton, Neb., at this station, was put into operation Aug. 3. Frank O'Donnell, pres. of the company, is mgr. here.

IDAHO

Boise, Ida.—J. H. Welton has let contract for a grain warehouse of cement and corrugated iron.

Ilo, Ida.—The Ilo Rochdale Co. has leased the grain warehouse formerly operated by Kerr Gifford & Co. and will operate it in connection with its other houses here.

Genesee, Ida.—We operate two warehouses here, having bot the warehouse of Kerr, Gifford & Co. I am mgr.—The C. E. Wood Co. operates 4 grain and 1 hay warehouse here. Mark P. Miller is general mgr. of the company and Mr. Carland is local mgr.—F. J. Cornish.

ILLINOIS

Lane, Ill.—Boyce & Edwards have sold their elvtr.

Cuba, Ill.—I am installing a feed mill.—W. J. Turner.

Emden, Ill.—Van Buening & Miller have sold their elvtr.

Divernon, Ill.—The Divernon Grain Co. has filed notice of dissolution.

Bloomington, Ill.—The Armour Grain Co. has opened a wire office here.

Mattoon, Ill.—Ed Morris has bot an Englehart Spout Holder and Loader.

Sadorus, Ill.—Chambers & Foote will install a grain cleaner in their elvtr.

Latham, Ill.—Kuntz & Maus have installed a sheller in their corn elvtr.

Gregory Crossing (no p. o.), Ill.—Farmers may build an elvtr. at this point.

Princeton, Ill.—The Farmers Elvtr. Co. has installed new scales in its elvtr.

Dawson, Ill.—We expect to re-roof and paint our elvtr.—E. B. Conover Grain Co.

Chillicothe, Ill.—W. W. Dewey & Sons have put a new red coat on their elvtr. here.

Pekin, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$20,000.

Bushnell, Ill.—Oscar Hartman is now ass't bookkeeper for the Geo. W. Cole Grain Co.

La Prairie, Ill.—The elvtr. of Tenehaff Bros. has been completed and is now in operation.

Pekin, Ill.—The Smith-Hippen Co. has bot a Hess drier and it will be installed before Oct. 1.

Murrayville, Ill.—Harry Cade is now agt. for the Central Illinois Grain Co. at this station.

White Heath, Ill.—John Heath is interested in the formation of a farmers elvtr. company here.

Evans sta. (Lincoln p. o.), Ill.—The Township Line Grain Co. has completed its 12,000-bu. elvtr.

Watseka, Ill.—John J. Casey, the local grain man, is a candidate for the office of state treasurer.

Peoria, Ill.—The Hess Drier now being installed for S. C. Bartlett & Co. will be put into operation Sept. 1.

Mason City, Ill.—M. E. Gleason, employed by J. A. McCreery & Son, has moved to this city from New Holland.

Davis Junction, Ill.—A. Rydhome will be mgr. of the Neola Elvtr. Co., while Mgr. W. M. Rush is on his vacation.

Stanford, Ill.—The Farmers' Elvtr. Co. is operating 3 elvtrs. here with Messrs. Murphy and Springer as mgrs.

Fairbury, Ill.—R. E. Simpson of Monmouth, has moved his family to this city. He is in charge of a local elvtr.

Peoria, Ill.—Arley W. Harwood has been admitted to membership in the Board of Trade.—John R. Lofgren, sec'y.

Barry, Ill.—The Barry Mlg. & Grain Co. has built a 46x100 ft. coal shed and is grading around the office and elvtr.

Peoria, Ill.—Louis Mueller of the Mueller Grain Co. is republican candidate for nomination as senatorial com'iteman.

Ancona, Ill.—The Ancona Grain & Supply Co. incorporated; capital stock, \$15,000; incorporators, Walter Sixt and C. E. Clayton.

Cherry, Ill.—The Cherry Elvtr. Co. incorporated; capital stock \$6,000; Wm. J. Doll, M. H. Flaherty, J. Cahill and others, incorporators.

Murrayville, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$7,000; incorporators, Frank J. Robinson, C. A. Rousey and J. T. Mutch.

Crossville, Ill.—The Crossville Grain Co. has installed a Richardson Automatic Scale and Mattoon Grain Loader.—W. T. Garner, Texas City.

Bruce, Ill.—I have sold my grain and coal business to L. R. Garrett.—R. C. Parks. Mr. Park's elvtr. burned Jan. 25 and has not been rebuilt.

Melvin, Ill.—James Lander, who has been off duty for some time, is again at work directing the handling of the grain for Lamoreau & Inkster Bros.

Litchfield, Ill.—The Litchfield Mill & Elvtr. Co. is in debt to the amount of \$15,000 to the Ashland-Twelfth Bank of Chicago, controlled by C. B. Munday.

Meyers (Green Valley p. o.), Ill.—The Farmers Elvtr. Co. has increased the capacity of its elvtr. and has installed an Englehart Spout Loader and Holder.

Industry, Ill.—B. Sullivan has bot the half interest of Amos Ellis in the elvtr. of Ellis & Garrison and the house will now be operated as Sullivan & Garrison.

Benson, Ill.—The elvtr. of Jas. Shields recently sprung a leak, and it was feared that the elvtr. would burst. Fast work during the day, however, saved the building.

Iroquois, Ill.—The farmers in this vicinity are organizing a farmers elvtr. company. R. F. Karr and Homer Bell of the Farmers Elvtr. Co. at Watseka, are interested in the work.

Ivesdale, Ill.—John Nolan has succeeded Phillip McGrath in the engine room of the Farmers Elvtr. Co. Mr. McGrath was not mgr. as has been reported.—P. E. Flavin, mgr. Ivesdale Grain Co.

Manito, Ill.—A. E. Cox, mgr. for the Turner, Hudnut Co. at this station, has been ill for over a month, but is again in the office for a part of the day. He hopes soon to resume all his duties.

Coffeen, Ill.—Jos. Chumley has acquired the elvtr. of Toberman Bros., trading in an 80-acre farm in the deal. Doris May who has been assisting Toberman Bros. will have charge of the business.

Prentice, Ill.—Chas. Weakley, mgr. of the Farmers Elvtr. Co., was seriously hurt, July 31, when a weight from the manlift fell, hitting him on the head and fracturing his skull. His condition is critical.

Ottawa, Ill.—The elvtr. of J. B. Kenny was threatened by fire, Aug. 17, when dry grass and weeds near the house were set on fire by a spark from a passing train. Only quick, hard work saved the building.

Harvel, Ill.—Louis C. Smith, ass't mgr. of the Farmers Grain Co., has been managing the business since Mgr. Fred C. Reineke died and will continue to look after the work until January, when a manager will be elected.

Long Branch (R. D. Raleigh), Ill.—The elvtr. at this station was recently struck by lightning. The resultant fire was noticed by a switch crew and was quickly extinguished by a volunteer bucket brigade of the railroad men.

State Entomologist S. A. Forbes of the agricultural experiment station of the University of Illinois, has sent out a revised circular on the Hessian fly in Illinois. The 5-page folder contains much of interest and value to the grain man and merits careful reading.

Mason City, Ill.—J. A. McCreery & Sons will not repair the elvtr. recently damaged by fire, but will wreck it and rebuild at another point. They have sold their grain business as local buyers to the other grain men of the city, but will maintain a track buying office here.

Hartsburg, Ill.—I expect to put in electric power as soon as the current is put in here by the I. T. S.—A. E. Rodenbeck.

Pekin, Ill.—We are building a new 30x40 ft. office building with 4 rooms. We will have all of the modern conveniences.—Smith Hippen & Co.

Springfield, Ill.—C. O. Matheny of C. O. Matheny Co. suffered a slight stroke of paralysis in the right side of the body. He is still confined to his home, but his many friends are hoping he will speedily recover. Mr. Matheny was visiting his daughter in Chicago when stricken.

Sidney, Ill.—The old Porterfield Elvtr., which was sold in 1912 to S. A. Long, but was not operated by him, being later leased by the Sidney Grain Co., has been sold to S. E. Bells & Co. The elvtr. has been thoroughly overhauled and repaired and was put into operation Aug. 17.

Latham, Ill.—We are putting in a new 50-h.p. engine, which will operate independent of or in conjunction with a 40-h.p. engine we already have. We have built a brick engine room, a new 100-ton coal house and have put in a 300-bbl. gasoline storage tank.—Ernest Rise, mgr. Farmers Grain Co.

Aledo, Ill.—The elvtr. of T. J. Heald was threatened with destruction by fire at 8 30 p. m., Aug. 8, when a blaze was discovered at the corner of the elvtr. A burning barrel was found against the elvtr. and 3 men were seen running away from the building shortly before the flames were noticed.

Chenoa, Ill.—Harrison Bros. & Dorman of Dwight have sold their elvtrs. here to Clarence Elson of this town, who was formerly with them here. The elvtr. on the T. P. & W. has a capacity of 30,000 bus. and the one on the C. & A. 40,000 bus. The sale was consummated by Jas. M. Maguire.

Cayuga, Ill.—Chas. Collins, mgr. for the Pontiac Farmers Grain Co. of Pontiac, at this station, was thrown to the floor of a car he was cooping for grain shipment, when a switch engine backed into it. A nail in the bottom of the car pierced his knee to the bone and he will be laid up for some time.

Fletcher (Cooksville p. o.), Ill.—The Hawthorne Grain Co. did not fail as has been reported. It is still in business at Pontiac, tho out of business here, its elvtr. at this station having been sold to A. B. Means last June. Since then the recently organized Fletcher Grain Co. has taken over the house.

Fall Creek (Payson p. o.), Ill.—The elvtr. of Munger Bros. which burned July 30, was located at Munger's Siding, about 3 miles from here. The house was empty and had not been in operation for 5 years. In fact it was never used for buying grain but merely to store grain from Munger's Ranch.—J. E. & R. Hood.

Farmer City, Ill.—I have purchased P. D. Getty's interest in P. D. Getty & Co. and will operate the elvtr. under my own name. Mr. Getty, as my partner, took no active interest in the company, so that there is no change in management, merely a transfer of his stock to me.—Harvey Yeagle is my agt. and buyer.—C. F. Scholer.

Dailey (no p. o.), Ill.—The Farmers Elvtr. Co. incorporated; capital stock \$11,000; Thos. Buck, P. M. Dailey and C. Hovelin incorporators. The new company will let contract for an elvtr. in a few days. This is a new town about 5 miles south of Champaign, on the C. & E. I., between Gerald & Royal. The site of the elvtr. is on farm land owned by Fred C. Collision of Champaign.

Saybrook, Ill.—The elvtr. of the Horner-Outlaw Grain & Coal Co. which was recently repaired, was loaded too heavily with corn, Aug. 18, and the corner of the elvtr. gave way and 2,000 bus. of corn was spilled on the railroad tracks. All of the machinery in the elvtr., including a new cleaner just installed, was put out of commission for the time being. The corn was scooped into cars. Repairs will be made at once.

Bement, Ill.—The Bement Grain Co. has petitioned the Public Utilities Com'n for an order to compel the Wabash Railroad to put in a spur track at a point about 3 miles east of Bement. The order was given with the understanding that the Bement Grain Co. guarantee the erection of an elvtr. The station will probably be known as Concord and it is presumed that an elvtr. will be built as soon as the Wabash puts in the spur track.

Cherry, Ill.—The elvtr. of the Neola Elvtr. Co., containing 4,000 bus. of oats and 500 bus. of rye, burned at 9 a. m., Aug. 7; loss \$10,000. The fire had gained such headway when discovered that nothing could be done to save the building. Just before the fire started a number of toys, some of them smoking cigarettes, were playing around the wooden approaches to the elvtr. and it is thot that a stub of a cigarette was the probable cause of the blaze.

Peoria, Ill.—We are indebted to Sec'y John R. Lofgren for a copy of the 44th annual report of the Board of Trade, which contains a full list of officers, com'ites, and members, also names of all officers since 1870. Valuable statistics from the U. S. Dept. of Agriculture and detailed statistics of the weekly receipts and shipments of grain, etc., receipts and shipments of grain for the last 35 years, grades of grain, elvtr. warehouses, and bank clearings, are included in the report. Railroad statistics covering receipts and shipments of grain, etc., over the 12 roads entering Peoria are also given, together with a recapitulation of all receipts and shipments.

Urbana, Ill.—Members of the Illinois Dealers Assn. are hereby advised that the scale inspectors will call upon all dealers who ask for their services in districts No. 4 and 5, and test, repair and adjust all scales, during the month of September. If dealers want their services write to this office immediately, so that they will have time to arrange their schedule for the month's work. The inspectors will not be in those districts again until September, 1915. The Scale Com'ite urgently asks the co-operation of the membership in this new arrangement with regard to the scale work, believing that it will save time, travel and expense; simplify the work and the better serve the membership. District No. 4 counties are Kane, Kendall, Will. District No. 5 counties are DeWitt, Ford, Grundy, La Salle, Livingston, McLean, Putnam, Kankakee, Iroquois. Scale com'ite: J. M. Allen, Decatur, chairman; Lawrence Delaney, Niantic; Wm. Murray, Champaign.—S. W. Strong, Sec'y Ill. Grain Dealers Ass'n.

Urbana, Ill.—The Baldwin Elvtr. Co. Champaign; J. B. Carson, Paxton; Inkster Bros., Herscher; Pratt & Pratt, Roseville, and W. A. Webb, Weldon, have become members of the claims bureau of the Illinois Grain Dealers Ass'n. An additional 50 members filing claims would enable the com'ite to reduce the fees for collecting from 10% to 5%. It is not the intention of the ass'n to make the claims bureau a source of profit to the ass'n, but only to secure sufficient funds to pay expenses. Members who are filing claims can assist greatly if they will use their influence among their acquaintances to extend the work of the Claims Bureau. It simply means dollars to them, for when we get 200 members filing their claims thru the bureau we can reduce the fee to 5%. Let everybody take an interest in developing the claims bureau. More than \$4,000 has been collected by the bureau since the first of June. Every shipper has these losses and if he does not file his claims and have them collected, it is that much out of his pocket.—S. W. Strong, sec'y.

CHICAGO NOTES.

CHICAGO CALLER—C. M. Urschel, Tippecanoe, Ind.

The word "new" has been dropped from the grading of oats.

Henry Rang & Co. incorporated; capital stock \$100,000; incorporators, Henry Rang, Waldo F. Tobey and E. M. Larson.

Wm. H. Gallagher, for a number of years wheat pit trader for Knight & McDougal, has engaged in the grain business on his own account.

The dock at the Rialto Elvtr. recently caught fire and for a time threatened the elvtr. which is owned by the Rialto Elvtr. Co. and operated by the Nye & Jenks Grain Co.

Armitt Brown and Harry B. Signor have applied for membership in the Board of Trade. The memberships of Leroy G. Clay and Chas. W. Dilworth have been posted for transfer.

James R. Godman, a former member of the Board of Trade, died Aug. 12, at a sanitarium at Oconomowoc, Wis. For many years he was connected with the cash grain trade and was formerly with the Western Elvtr. Co. He retired from business on account of ill health in 1911.

James B. Hobbs, pres. of the Board of Trade in 1883 and well known to the grain trade of 30 years ago, died Aug. 13, in Portland, Me., at the age of 84. He joined the exchange in 1857, paying \$5 for his membership certificate and was, in his day, a heavy trader. His death was due to pneumonia.

The Columbia Malting Co. has spent \$50,000 in improvements to its plant and in new machinery, which includes a 500-h.p. engine, new line shafting, four new combination boilers, and a Monitor 2,000-bu. per hour barley cleaner. It has added also an invincible 2,000-bu. per hour needle machine, and two new 50-ft. loading and unloading Fairbanks Scales.

Geo. A. Seaverns Jr. was seriously injured Aug. 11, while playing a practice game of polo. His pony became frightened and reared and Mr. Seaverns was unable to free himself, his foot being caught in the stirrup. He was thrown to the ground striking on a slant on his left foot. The shock of landing broke the leg in 3 places and he will be disabled for some time.

Geo. R. Denniston, a member of the Board of Trade, and for many years a familiar figure in the wheat pit, died Aug. 15, at Pasadena, Cal. For 10 years he had been identified with S. B. Chapin & Co. and was mgr. of their grain business at the time of his death. He was 55 years old and up to 4 months ago was actively engaged in the grain trade. He is well remembered in the days of the Leiter "wheat corner" and will be sadly missed by his associates on 'change.

The steamer Helena, equipped as a floating grain drier by the Armour Grain Co. and loaded with 3,500 bus. of grain, sank in the Chicago River, Aug. 11, while coal-irg at docks near the harbor entrance. It is believed that the steamer hit a protruding plank with force enough to tear a hole in her side, for in a few moments she listed to starboard and sank. About 50 ft. of the grain drier on her decks is above water. The boat was an old one, having been launched in the '90s, but since she has been used as a lighter by the Armour Company and especially since she has been equipped with grain drying facilities, she has been much in demand, both at home and at many lake ports. Efforts are being made to raise the boat and save her cargo.

INDIANA

Evansville, Ind.—The plant of Fisher Bros. burned Aug. 6; loss, \$15,000.

Dinwiddle (Kersey p. o.), Ind.—Farmers are organizing to build an elvtr. at this point.

Frankton, Ind.—I am not active in the grain business at present; but am a stockholder in the Frankton Grain Co.—E. A. Feight.

La Grange, Ind.—Our capital stock has been increased to \$16,000, not to \$6,000 as reported. Our original stock was \$10,000.—Home Grain Co.

Wheatfield, Ind.—Geo. C. Stembel, prop. of the Stembel Elvtr., died Aug. 7. Mr. Stembel had just completed a new elvtr. on the site of his old house.

New Carlisle, Ind.—We have installed new 4 ply rubber belts.—N. H. Reinhard, agt. Pears East Grain Co.

Berlein (Angola p. o.), Ind.—We have bot the elvtr. at this point, on the St. Jos. R. R.—Home Grain Co., La Grange.

Liberty Center, Ind.—I am now located at this point.—W. R. Owens, formerly mgr. for Farmers Elvtr. Co., So. Whitley, Ind.

New Carlisle, Ind.—There are two corn scoop shovelers here. The agt. of the elvtr. bot a load of corn from one (Zeck Bros.) Aug. 18 on which they lost \$90.

Clarks Hill, Ind.—The elvtr. of Seegar & Witt, known as the Clover Leaf Elvtr., burned Aug. 3, will not be rebuilt until next spring.—Jos. M. Young, mgr.

La Fayette, Ind.—Imperial Corn Products Co. incorporated to do a grain business; capital stock \$10,000; G. F. Mug, F. C. Starkey and Henry Seyfried incorporators.

Star City, Ind.—We have installed two new automatic dump controllers, one new 8-ton steel frame 22-ft. Fairbanks Morse Wagon Scale with type registering beam.—T. L. Reed & Co., per J. C. Phillips.

Sanborn, Ind.—My father and myself have been interested in the grain business here this summer and have had such success that we have secured a site on the tracks and will soon begin the erection of an up-to-date elvtr., large enough to take care of our business.—Claude Singer.

Lawrenceburg, Ind.—The elvtr. we are building in connection with our new distillery plant is of solid re-inforced concrete and brick construction. The house has a capacity of 24,000 bus. and contains 12 bins. It is equipped with grain driers, cleaners and all modern machinery.—W. P. Squibb & Co.

Clarks Hill, Ind.—The fire that destroyed the elvtr. of Seegar & Witt, Aug. 3, started in the top of the building and spread downward. A number of grain men noticed that a car had been placed for loading and by opening the chute, saved considerable grain. They let the car stand as long as possible and as the flames drew near it, pushed it to safety.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n will hold its annual outing at Lake Maxinkuckee, Sept. 5, 6 and 7. No business will be transacted and it is intended that the meeting shall be especially for the entertainment of the trade, including their families and friends. All those connected with the trade, grain dealers, millers and kindred interests are cordially invited to attend. The Lake View Hotel and the Palmer House at Culver will be used as headquarters.—Chas. B. Riley, sec'y.

IOWA

Oto, Ia.—Mr. Weeks has bot the elvtr. of C. E. Lowry & Son.

Gladstone, Ia.—Marion Rucher will have charge of the elvtr. here.

Woodburn, Ia.—I have bot the elvtr. of T. J. Allen & Co.—Seth Hootman.

Buffalo Center, Ia.—Ben Bryson has left the employ of Holcomb & Lammers.

Henderson, Ia.—W. H. Harbor is installing a corn cleaner in his elvtr. here.

Rock Rapids, Ia.—Albert Klahn employed by the Farmers Elvtr. Co. has resigned.

Schaller, Ia.—The elvtr. of the Schaller Produce Co. burned Aug. 14; loss total.

Hartley, Ia.—Herman Mueller has resigned as mgr. of the Farmers Elvtr. Co.

Flugstad, Ia.—The Farmers Elvtr. Co. will make extensive improvements in its elvtr.

Sioux Rapids, Ia.—The report that I have resigned from the L. J. Button Elvtr. Co.'s force here is incorrect. I am still working for them and didn't know I had quit.—O. W. Eaton.

Vail, Ia.—The Vail Mill & Elvtr. Co. has sold its old warehouse to Enenbach & Monaghan.

Clarion, Ia.—The Farmers Elvtr. Co. has purchased an Englehart Spout Holder and Loader.

Mapleton, Ia.—The Neola Elvtr. Co. has repaired its elvtr. here and it is now in operation.

Mason City, Ia.—J. E. Miller, formerly mgr. for Lamson Bros. & Co. here, is now at Greene.

Lisbon, Ia.—John Broulik has gone into partnership with W. J. Fiala, who owns the local elvtr.

Cedar, Ia.—Harry McBurney has bot the elvtr. of R. J. Woody and will take possession Sept. 1.

Denison, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for a new elvtr.

Fonda, Ia.—Mgr. Foster is now in charge of the Farmers Elvtr. Co. here. He is from Storm Lake.

Zion, (Spalding p. o.), Ia.—The new elvtr. of Sumner White has been completed and is now in operation.

Carnforth (Victor p. o.), Ia.—Farmers are interested in the organization of an elvtr. company here.

Ute, Ia.—The elvtr. of Burke Bros. has been overhauled and extensive improvements have been made.

Scarville, Ia.—The elvtr. of the Farmers Elvtr. Co. was burglarized Aug. 13, but nothing of value was taken.

Hazelton, Ia.—The Hazelton Grain Co. has bot the elvtr. of the Keifer Bros. estate from C. M. Roberts, trustee.

Sidney, Ia.—The Sidney Elvtr. Co. has painted its elvtr. and warehouses and improved the plant generally.

Pacific Junction, Ia.—Frank Boyle has succeeded the late W. E. Scott as mgr. for the Nebraska-Iowa Grain Co.

Atlantic, Ia.—We have recently started in the track buying business here.—Harry L. Kaga, Harry L. Kaga Co.

Bode, Ia.—The elvtr. of the Gilchrist Elvtr. Co. has been overhauled and repaired and is now in first class shape.

Bailey, Ia.—I have been transferred to the company's elvtr. at Stewartville, Minn.—Harley Payne, agt. Cargill Elvtr. Co.

Iowa City, Ia.—The Farmers Co-operative Co. has bot the plant of the Geo. Hummer Merc. Co. and is in possession.

Stonaga (Webster City p. o.), Ia.—Mr. McClary, of Primghar, has succeeded W. F. Maywald as mgr. for the Home Grain Co.

Sioux City, Ia.—Ware & Leland have taken over the business of Longnecker & Flannagan, and that firm is out of business.

Kellogg, Ia.—H. H. Engleman, formerly mgr. for the Farmers Elvtr. Co. at Dillon, is now mgr. for the Farmers Elvtr. Co. here.

Bedford, Ia.—The H. F. Leet Grain Co., which recently suspended buying on account of the war scare, has resumed business.

Des Moines, Ia.—The Chamber of Commerce has been notified that local capitalists are planning to build a 300,000-bu. elvtr.

Dean, Ia.—The elvtr. operated by Hanson & Cassady burned at noon, Aug. 17. The blaze was due to a spark from a passing engine.

Vinton, Ia.—We have bot the elvtr. of Harman Coal Co. and will operate it ourselves.—B. F. Keller, mgr. Farmers Grain & Coal Co.

Fort Dodge, Ia.—The elvtr. of the Farmers Elvtr. Co. has not been completed but report advises that the company is now buying grain.

Nemaha, Ia.—I am quitting the grain business.—J. D. Level, formerly agt. for J. F. Twamley, Son & Co., of Omaha, at this station.

Buffalo Center, Ia.—The Farmers Elvtr. Co. is improving its elvtr. and is building an addition to its office and a flour and feed warehouse.

Olaf, Ia.—The coal sheds of the Farmers Elvtr. Co. recently caught fire; but the blaze was discovered before it endangered the elvtr.

Red Oak, Ia.—No Farmers Elvtr. Co. operates here as has been reported. We own and operate the only elvtr. at this place.—Turner Bros.

Eagle Grove, Ia.—Roy H. McVicker, formerly sec'y of the Iowa Farmers Grain Dealers Ass'n, was married Aug. 5 to Miss Florence Middleton.

Hawarden, Ia.—Ed. Lamberton, formerly mgr. for J. T. Scroggs at Beresford, S. D., has succeeded L. D. Ray as mgr. for the Farmers Elvtr. Co.

Hinton, Ia.—J. H. Barnes, formerly mgr. for the Nye-Schneider-Fowler Co. at Lawton, is now mgr. for the Farmers Co-operative Co. at this point.

Kamrar, Ia.—The new elvtr. of the Farmers Elvtr. Co. is being rushed to completion and it is expected that it will be ready for operation Sept. 1.

Blencoe, Ia.—Geo. Walker, employed by the Farmers Elvtr. Co., has resigned and moved to Ireland. Cal Wilson will succeed him with the company.

Colo, Ia.—While working in the elvtr. of Frazier & Son, John Kirkland recently had two fingers on his left hand badly lacerated in the feed grinder.

Radcliffe, Ia.—Bert Greenfield is not mgr. here as has been reported. I am mgr. He is not even working here.—H. R. Alcorn, Farmers Elvtr. Co.

Linn Grove, Ia.—Work has been started on the cement tank addition to the Farmers Elvtr. Co. The Burrell Engineering & Constr. Co. has the contract.

Hubbard, Ia.—The Farmers Elvtr. Co. has decided to reopen its elvtr. P. B. Greenfield, who has been mgr. of the Pfund Lbr. Co.'s elvtr., will be mgr.

Bagley, Ia.—The new elvtr. of Pollock & Co. is being completed and will be put into operation at an early date. All the old buildings are being torn down.

Glenwood, Ia.—C. R. Shields and myself own and operate the Glenwood Elvtr. on a partnership basis under the name of Shields & Bartlett.—G. E. Bartlett.

Ackley, Ia.—G. E. Conaway has bot the interest of his partner, H. Peters, in the elvtr. of Conway & Peters and will conduct the business on his own account.

Burlington, Ia.—The local office of the Trans-Mississippi Grain Co. has been moved from the Iowa Bank Bldg. to the corner of Main and Market streets.—P. M.

Blockton, Ia.—Carr & McClanahan have succeeded M. R. Chandler, having bot the Chandler Elvtr. Mr. Chandler has retired from the grain business on account of ill health.

Lacey, Ia.—The elvtr. of Bartlett & Balinger is now owned and operated by the Lacey Grain & Implement Co. (J. Hasselman and J. Koldenberg, props.)—G. E. Bartlett, Glenwood.

Fenton, Ia.—Chas. Weisbrod has succeeded O. L. Shively as mgr. for Seiler & McDonald, Mr. Shively having resigned to become mgr. for the Farmers Co-operative Union at Ceylon, Minn.

Bradgate, Ia.—We have bot the elvtr. of E. H. Avery and will operate it as the Bradgate Grain Co.—H. P. Schoonover, mgr. and part owner.—Roy Ellsworth has bot a half interest in the company.

Griswold, Ia.—Delay in receiving the material for the new 15,000-bu. elvtr. of W. B. Wormly made the erection of the building a slow job, but it has been completed. The Younglove Constr. Co. did the work.

Blairsburg, Ia.—Walter J. Green, formerly mgr. of the Farmers Elvtr. Co. at Primghar, is now mgr. for the Farmers Elvtr. Co. here. Mr. Green also represented Walters Bros. of Chicago for a time.

Albert City, Ia.—Chas. Peterson will be mgr. for De Wolf & Wells Co., temporarily. Henry Ruwe, who has been mgr. for a number of years, has resigned and will be out of the grain business for the present.

Inwood, Ia.—It is reported that a company will be organized to buy the old Reliance Elvtr. of A. D. Erickson, prop. of 2 houses here. The new company will remodel house and convert it into an ice house.

Remsen, Ia.—J. Gamberdinger, pres. of the Farmers Elvtr. Co., has succeeded T. Krahler as mgr. of the company. Mr. Krahler resigned after 3 years of service and is now with the Trans-Mississippi Grain Co.—F. C. Co.

Sioux City, Ia.—I am still with Rumsey & Co., but will make this city my headquarters as it is in the center of my territory. I travel the west half of Iowa, southeastern Dakota and southern Minnesota.—M. C. Brown.

Northwood, Ia.—The Farmers Elvtr. Co. has completed repairs on its elvtr. and the house is again in operation. A new cupola has been built and an automatic scale installed. The Burrell Engineering & Constr. Co. did the work.

Portsmouth, Ia.—Giles Bendon, mgr. for Wright & McWhinney, while "spotting" a car, Aug. 11, was painfully injured when the air hose on the car became uncoupled and struck him in the face, knocking out a tooth and inflicting cuts that required several stitches to sew up.

Matlock, Ia.—The Farmers Elvtr. Co. elected the following officers at its recent annual meeting. L. J. Getting, pres.; M. Benson, vice-pres.; F. A. Peters, treas. and B. C. Bishop, sec'y. C. E. Kelly was re-elected mgr. at an increased salary.

Shellburg, Ia.—Henry Schwab has just completed an 11,000-bu. elvtr. on his farm. The house is 29x60 ft. and cost \$1,800. The corn cribs are beneath the bins and all floors in the building are concrete. It is fully equipped with sheller, conveyor belts and other elvtr. machinery.

Eagle Grove, Ia.—The city council has notified the C. & N. W. Ry. Co. that the elvtr. owned by the Independent Grain & Lumber Co. is a menace to the public and obstructs the view of approaching trains and the general appearance of the street and that the same be removed back from the street.

Webster City, Ia.—All buying and selling of grain and in fact all the business of our company will be conducted from the main office in this city. Our officers are Jno. R. Brown, pres.; O. E. Harris, vice-pres.; and E. S. Westbrook, sec'y-treas. We operate the elvtr. formerly owned by the Trans-Mississippi Grain Co. on the C. & N. W. Ry. at this station.—Jno. R. Brown, pres. Webster City Elvtr. Co.

Walcott, Ia.—The elvtr. of the Stockdale & Maack Grain Co., containing 40,000 bus. of barley, was struck by lightning at 3 a. m. Aug. 6 and burned to the ground; loss \$40,000; partially covered by insurance. The entire upper part of the elvtr. was in flames when the fire was discovered. Stockdale & Maack recently succeeded Stockdale & Dietz. Louis Maack was mgr. No plans have yet been made for the rebuilding of the house.

Archer, Ia.—Altho the work on the new elvtr. of the Archer Co-operative Grain Co. has been greatly hindered by high winds which twice wrecked the tower, used by the contractors, the Younglove Constr. Co., for pouring concrete and the force of the wind has been so great at times that the workmen could not stay above, the walls of the elvtr. were completed Aug. 12, and the house will soon be in working order. It is an up-to-date re-inforced concrete elvtr. with a hollow tile dump shed, engine room and office. It will be equipped with a 20-h.p. Fairbanks Oil Engine, 2 Hall Distributors, No. 5 Monitor Cleaner, automatic scale, manlift, wagon scales, etc. The elvtr. legs are of steel reinforced at each corner.

Storm Lake, Ia.—The report that we are to build an elvtr. is incorrect. The thieves who entered our elvtr. and stole a bunch of blank checks, got in thru a window. They took the checks, and our telephone directory and all of the checks filled in by them have been signed "B. L. Jones, mgr."—H. E. Barrick, mgr. Farmers Elvtr. Co.

Hornick, Ia.—M. R. Stewart, former mgr. for the Tiedeman Elvtr. Co. was recently awarded a judgment of \$79 against the company in his suit to recover money he alleged due him for handling hogs for the company for 4 years while mgr. He also claimed that he bot his own postage stamps in answering the correspondence of the elvtr. The Tiedeman company has appealed to the District Court to have the judgment set aside.

Minburn, Ia.—Ben Nelson, who has been assisting at the elvtr. of the Farmers Elvtr. Co. during the rush, was probably fatally hurt Aug. 10, when he was caught between two cars and crushed. Mr. Nelson was on the bumpers, climbing between the cars, when a M. & St. L. passenger train pulled onto the siding and pushed a coal car up against the grain cars. The impact separated the two and Nelson fell between the bumpers. When the cars rebounded he was caught and badly smashed. His body fell onto the rails and from that position he was pulled out. One arm was broken and his right leg seems to be paralyzed, but the worst injuries are of an internal nature.

KANSAS

Muscotah, Kan.—The elvtr. of Calvert & Beven is closed.

Perth, Kan.—Thomas Bros. have succeeded P. C. Burge.

Brewster, Kan.—J. P. Horney has succeeded J. B. Jacobs.

Hoisington, Kan.—The Lynch Grain Co. is now operating here.

Boyd, Kan.—E. J. Everleigh & Son have succeeded E. J. Everleigh.

Kipp, Kan.—The elvtr. of the Pacific Elvtr. Co. has been closed.

Winona, Kan.—L. A. Jordan has leased and will operate the elvtr.

Council Grove, Kan.—Fisher & Hathaway are in the grain business here.

Long Island, Kan.—I am mgr. for the Farmers Union Elvtr. Co.—J. J. Metts.

Canton, Kan.—The Canton Mlg. Co. has sold the Rock Island Elvtr. to Frank Hill.

Norwich, Kan.—The Miller Grain Co. of Wichita, will build an elvtr. at this station.

Waldo, Kans.—The Morrison Grain Co. has installed an Englehart Spout Holder and Loader.

Healey, Kan.—W. E. Cox has succeeded H. A. Combs. Mr. Cox was formerly mgr. for Mr. Combs.

Blakeman, Kan.—We have succeeded the Farmers Elvtr. Co.—Paul Reimer, agt. Blakeman Grain Co.

Marquette, Kan.—The K. B. R. Mlg. Co. has built a new power plant and installed a 235 h.p. oil engine.

Hallowell, Kan.—Our new elvtr. has a capacity of 8,000 bus.—J. H. Land, mgr. Brand-Dunwoody Mlg. Co.

Bogue, Kan.—B. C. Kenyon will build an elvtr. here.—J. N. Fulkerson, mgr. Shellabarger Mill & Elvtr. Co.

White Cloud, Kan.—The John H. Lynds Mill & Elvtr. Co. has decreased its capital stock from \$100,000 to \$50,000.

Soldier, Kan.—The Farmers Union Elvtr. Co. incorporated; capital stock, \$20,000; W. H. Capsey and others incorporators.

Manhattan, Kan.—The E. B. Purcell Trading Co. may build 2 reinforced concrete storage tanks of 20,000 bus. capacity.

Schroyer, Kan.—The Farmers Grain, Stock & Merc. Co. has been organized; capital stock, \$10,000. W. J. Illes is interested.

Hutchinson, Kan.—Chas. Kattenhorn of Ellenwood, has been appointed deputy state grain inspector at this point.

Manhattan, Kan.—Burglars recently entered the office of the Purity Mfg. Co. and blew open the safe, securing \$33.78.

Arkansas City, Kan.—The 2 new storage bins of the New Era Mfg. Co. are 12x16 ft. and 50 ft. deep. Work is progressing rapidly on the addition.

Lovewell, Kan.—We have just finished improvements and repairs in our elvtr. here. We also installed some new machinery.—Geo. Scoular, Superior, Neb.

Muscotah, Kan.—We are operating our elvtr. again, having closed it for a few days when market conditions were unsatisfactory.—Farmers Grain Elvtr. & Coal Co.

Highland, Kan.—I am still at Highland, having been unable to go to Tyrone, Okla., as I had expected, on account of my wife's illness. I will be here indefinitely.—E. P. Lowe.

Zenda, Kan.—E. E. Baird, one of the pioneer grain men of this section, died Aug. 13, after an illness of several weeks. He was 68 years old and retired from the grain business in 1912.

Canton, Kan.—The Canton Mfg. Co. has been reorganized with J. A. Frich of El Dorado Spring, Mo., as pres., E. P. McGill, vice-pres. R. H. Evans, sec'y, and E. C. Ginder, treas.

St. Francis, Kan.—We have bot the elvtrs. of C. M. Linn at this station and at Wheeler. Our officers are C. E. Burnham, pres.; W. F. Doyle, of Wheeler, vice-pres. and myself sec'y-treas.—C. R. Henry, sec'y-treas., St. Francis Merc. Equity Exchange.

Topeka, Kan.—Application for membership in the Kansas Grain Dealers Ass'n has recently been made by the following: Western Elvtr. Co., Holton, Kan.; W. H. Hurley, Clinton, Mo.; J. Delaney, Geneva, Neb.; Rankin Bros., Cambridge, Neb.; Winterscheidt & King, Denton, Kan.; Farmers Elvtr. Co., Moray, Kan.; C. A. Butler, Franklin, Neb.; L. B. Howard, Bendena, Kan.; and J. H. Pauley, Purcell, Kan.—E. J. Smiley, sec'y.

Topeka, Kan.—On Aug. 17, Major A. M. Harvey was appointed special asst. attorney general and he will assist Attorney Gen. Dawson in investigating the alleged "grain trust" in Kansas. Mr. Dawson said: "Major Harvey has been instructed to investigate the charges that there is a miller's trust that fixes the prices of wheat and flour. The matter is entirely in his hands, with power to go to the limit. His first work will be done at Hutchinson, where a number of wheat growers assert that the alleged trust has been operating. Action will be started as soon as we find sufficient evidence to justify a prosecution under the anti-trust law."

WICHITA LETTER.

S. H. Ranson, formerly mgr. of the Wichita office of the Stowers Grain Co. of Fort Worth, which recently discontinued its office here, is now in charge of the local office of the B. Strong Grain & Coal Co.

Wichita, Kan.—Members of the Board of Trade at the direction of the directors of the exchange, are recommending that their country correspondents discontinue buying wagon grain until existing conditions change, the exchange having adopted a resolution to that effect Aug. 8.

Several months ago dealers in this city complained to the Public Utilities Com'n that the rates on telegrams from Kansas City to Texas points were lower than from Wichita to the same points. On Aug. 2 the Western Union notified Judge Helm, commerce counsel for the com'n that lower rates on telegrams from Wichita and other Kansas points to East Texas points will be allowed by it without appeal to the utilities or interstate commerce commission.

KENTUCKY

New Albany, Ky.—The Chamber of Commerce has adopted the Federal corn grades.

Fulton, Ky.—The Paris Welch Co., representing the Dukedom Roller Mills, has opened a wheat warehouse and is buying wheat, furnishing bags to its farmer customers.

LOUISVILLE LETTER.

Louisville, Ky.—Sam'l Y. Bingham, of the Bingham-Hewitt Grain Co., and two companions, James Anderson and Wm. G. Haug, employees of the same company, were recently injured when the automobile in which they were riding crashed into a buggy.

Louisville, Ky.—Edinger & Co., who recently announced that they would discontinue their flour interests, have reduced their capital stock from \$100,000 to \$50,000. C. A. Edinger has succeeded Andrew Edinger as pres., O. W. Edinger is vice-pres. and W. E. Edinger is sec'y-treas., Andrew Edinger having retired.

Louisville, Ky.—I am building a 20,000-bu. elvtr. on the Sou. R. R. We have a hay warehouse at this point. The building will be of cribbed construction on concrete piers and will be iron clad. I will operate with a 20-h.p. motor and expect to have the house completed by Nov. 1.—Henry Fruechtenicht, Big 4 Elvtr. & Warehouse.

LOUISIANA

Crowley, La.—The Mathews Feed & Storage Co. has leased the National Rice Mill from the Louisiana State Rice Mfg. Co. and will use it for the storing and handling of rice. The company is installing machinery of large capacity for the milling of all kinds of feeds, also for cleaning off grade rice. The capacity of the feed mill will be two cars of oats or corn per day.—C. F. Mathews.

NEW ORLEANS LETTER.

New Orleans, La.—The Central Elvtr. & Warehouse Co. owned by the Illinois Central has secured a license permitting it to store grain in its elvtrs and issue negotiable receipts to shippers.

New Orleans, La.—Chas. R. Matthews, well known to the grain trade, has fully recovered from a severe attack of appendicitis which necessitated an operation and after a few weeks' vacation will be again on 'change.

New Orleans, La.—Simon Steinhardt, pres. of Steinhardt & Co., committed suicide, Aug. 8, by cutting his throat with a razor. He was 57 years old and had been in poor health for the last year. It is believed that this fact together with his deep grief over the recent death of his brother Emanuel who was his constant companion in his business and social life, prompted him to take his own life. Adolph Steinhardt, a nephew, will take up the management of the company.

MARYLAND

Woodsboro, Md.—The Glade Valley Mfg. Co. is building a 75-bbl. mill and a 20,000-bu. elvtr. here and will operate them with gas power.

Baltimore, Md.—At a general meeting of the members of the Chamber of Commerce, August 3, Pres. Blackford was authorized to appoint a com'te of 5 grain men to consider matters affecting the grain business in the present war crisis, and to take steps to safeguard all interests.

MICHIGAN

McBrides, Mich.—The local elvtr. burned to the ground Aug. 16; loss, \$6,000.

Pigeon, Mich.—The Pigeon Elvtr. Co. incorporated; capital stock \$30,000.

Amble, Mich.—I have bot the elvtr. of Chapple & Skeouch and will operate it in my own name.—O. C. Waldo.

Bradley, Mich.—Ground has been broken and the foundation laid for an elvtr. on the D. B. C. & W. A new siding 400 ft. in length and a new station will be built here. This town is 13 miles from Bay City.

Owendale, Mich.—W. Dondineau is a scoop shoveler at this station. We are the only regular dealers here.—Owendale Grain & Lbr. Co.

Whittemore, Mich.—A new engine has been installed in the elvtr. of the Whittemore Elvtr. Co. and the house has been thoroughly overhauled.

St. Johns, Mich.—Chas. A. Sprague has taken his son-in-law, M. A. Ward, into partnership, and the elvtr. will be operated as Sprague & Ward.

Caro, Mich.—The recently incorporated Farmers' Co-operative Elvtr. Co. has authorized its directors to buy an elvtr. It is that that the Caro Elvtr. Co.'s house will be the one purchased.

Dailey, Mich.—No grain dealers here now. The Pears East Grain Co. used the railroad elvtr. for a time, but it was closed 6 months ago, as it was considered unsafe. It will not be repaired.—S. A.

Prattville, Mich.—J. L. Moloney was a member of the old firm of L. Frensdorf & Son, which was reorganized after Mr. Frensdorf's death.—E. G. Harrison, with J. L. Maloney & Co., succ'rs to L. Frensdorf & Son.

Ashley, Mich.—J. B. Crawford, a well known elvtr. man, is pres. of the recently formed Ashley Elvtr. Co., and Don C. Bridgman, of the Ithaca Roller Mills Co., Ithaca, is vice-pres. Mr. Bridgman was formerly with the Stockbridge Elvtr. Co. at Jackson.

Montrose, Mich.—The Montrose Elvtr. Co. has filed its answer to the complaint of Cameron Spear, John Haven and others, stating that the company did not make false representations as to the seed corn sold the plaintiffs and did not represent it as alleged by the buyers.

MINNESOTA

Borup, Minn.—A. G. Lungren has leased a local elvtr.

Lake City, Minn.—Fred F. Bade has bot the old Phillips Elvtr.

New London, Minn.—John Thorne is now mgr. for the Farmers Elvtr. Co.

Dassel, Minn.—The Farmers Elvtr. Co. will make improvements in its elvtr.

La Fayette, Minn.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Tyler, Minn.—The Farmers Elvtr. & Supply Co. will build a 20,000-bu. elvtr.

Heron Lake, Minn.—I am now mgr. for the Farmers Elvtr. Co.—J. F. McKellar.

Ellendale, Minn.—The Farmers Elvtr. & Mfg. Co. has made needed repairs on its elvtr.

Ada, Minn.—I am now buying for the St. Anthony & Dakota Elvtr. Co.—John A. Munson.

Brewster, Minn.—The new 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Pine City, Minn.—The Rush City Merc. Co. has let contract for an elvtr. and warehouse.

Karlstad, Minn.—Louis Anderson, of Henning, is mgr. for the Atlantic Elvtr. Co. at this point.

Jasper, Minn.—I am now agt. for the Northwestern Elvtr. Co. at this station.—Theo A. Hollen.

Hendricks, Minn.—I am now located at Ivanhoe.—G. Gilbertson, formerly mgr. for Farmers Elvtr. Co.

Ivanhoe, Minn.—I am now at this point.—H. G. Gilbertson, formerly mgr. Farmers Elvtr. Co., Hendricks.

Melrose, Minn.—The elvtr. of the National Elvtr. Co. has been opened with Philip Kolb in charge.

Hope sta. (Owatonna p. o.), Minn.—The elvtr. of the Speltz Grain & Coal Co. has been overhauled and repaired.

Halstad, Minn.—The Farmers Elvtr. Co. of Hendrum has leased one of the line elvtrs. here and is making repairs.

Graceville, Minn.—J. S. Sheehan, formerly agt. for the Cargill Elvtr. Co. at this point, has moved to Seattle, Wash.

Donnelly, Minn.—The Farmers Elevator Co. has been organized. Emil King, Olaf Graff, T. F. McCanney and others are interested.

Plummer, Minn.—The Farmers Co-operative Elevator Co. has been organized. Matt Severs, W. Abrahamson and others are interested.

Ceylon, Minn.—O. L. Shively, formerly mgr. for Seiler & McDonald at Fenton, Ia., is now mgr. for the Farmers Co-operative Union here.

Albert Lea, Minn.—I am out of the grain business and am located here.—J. J. Brucher, formerly mgr. Occident Elevator Co., Turtle Lake, N. D.

Kerkhoven, Minn.—Fred Gillette has resigned as traveling supt. for the Cargill Elevator Co. and will devote his time to his own grain interests.

Balaton, Minn.—A Fairbanks Morse Engine has been installed by the Farmers Elevator Co. which has been improving and overhauling its elevator.

Correll, Minn.—M. J. Mahoney, of Chokio, has bot the elevator of the Ostrcott Elevator Co. at this point and has thoroly overhauled and repaired it.

Norwood, Minn.—The Reliance Elevator Co. will not rebuild its elevator at this station. The house burned June 26, and it was thot that it would be replaced.

Clarks Grove, Minn.—J. Shultz, formerly mgr. for the Western Elevator Co. at this point, has been transferred to the company's house at Ellendale.

Winnebago, Minn.—The elevator of B. P. St. John, of the St. John Grain Co. of Worthington, has been opened. The house has not been operated for some time.

Okabena, Minn.—We have bot the old elevator from the Farmers Elevator Co., but will not operate it. We will use it for a cement and lime house.—Sontag Lbr. Co.

Everdell, Minn.—I have been transferred to the elevator at Gronna, N. D., and the house at this station has been closed.—H. C. Boomgoorden, agt. Amenla Elevator Co.

Caledonia, Minn.—Peter Schlitz has bot the elevator of Sprague & Schauls and is now in possession. Mr. Schlitz was formerly with the Caledonia Stock & Grain Co.

Huntley, Minn.—The Farmers Elevator Co. has decided to buy the elevator of E. H. Christenson and will start operations at once. E. E. Adams is buyer for the company.

Stewartville, Minn.—Aug. Biederbeck & Co. and the Shanahan Bros. have both the 2 elevators of the Farmers Supply Co. Both of the companies are in the threshing business.

Okabena, Minn.—The Farmers Elevator Co. is building a new elevator and has sold the old house, known as the Skewis Elevator, to the Sontag Lbr. Co. The new elevator is 74 ft. high.

Norwood, Minn.—H. C. Harms fell from a load of wheat at the elevator of the Security Elevator Co., Aug. 13, landing on his head. He was badly hurt, but it is thot he will recover.

Pipestone, Minn.—Demaray & Munce will overhaul the old Nason Elevator. They recently bot and will install a direct loading spout and cup belt. Other improvements will also be made.

Stewartville, Minn.—I have been transferred from the elevator at Bailey, Ia., to the house at this station. We are overhauling and repairing the elevator.—Harley Payne, agt. Cargill Elevator Co.

Dovray, Minn.—Theo Paal, formerly agt. for the Skewis Grain Co. at this station for 6 years and later in charge of the elevator at Currie, has bot the elevator of the St. John Grain Co., taking possession Aug. 1.

Winnebago, Minn.—The Bennett Grain Co. has bot the elevator of C. A. Nachbar & Co., which has in turn bot the elevators of W. L. Waldren and the C. S. Christenson Co. at this station. The elevator of the St. John Grain Co. has also changed hands, having been purchased by the Bowman Lbr. Co.

Pinney sta. (Pipestone p. o.), Minn.—The elevator of Stair, Christensen & Timerman burned Aug. 4; loss \$5,000. There was no grain in the elevator at the time of the fire but 2 Gt. Nor. box cars were burned.

Kerkhoven, Minn.—Peter Iverson, of Raymond, has succeeded Henmar Rustad, who has resigned as mgr. for the Farmers Elevator Co. Mr. Rustad has been with the company for 6 years and will now engage in other business.

Cannon Falls, Minn.—The Cannon Valley Mfg. Co. will probably not rebuild its plant here for the present. It has leased the plant of the National Mfg. Co. at Minneapolis and will move to that point. The elevator and mill here burned July 30.

Kiester, Minn.—The offices of the Independent Grain & Lbr. Co. and the Western Elevator Co. were entered by burglars, Aug. 14. A \$5 bill, stamps and two boxes of cigars were taken from the Independent house and a few cigars from the Western office. Both offices were entered with a skeleton key.

Pipestone, Minn.—The new 20,000-bu. elevator of the Farmers Co-operative Co. is nearly completed. It is on the site of the old house which was wrecked and is equipped with Hall Distributor, oil controlled dump, two legs, automatic scale, Marquis Cleaner and two three-phase electric motors, one 5 h.p. and the other 10 h.p.

Moorhead, Minn.—O. M. Sondall, mgr. of the Farmers Elevator Co., and P. Westling, formerly mgr. for the Farmers Elevator Co., at Comstock, but for the last 2 years traveling representative of the Dakota Grain Co. of which he is a member, have bot up the most of the stock in the farmers company and will operate the house. Mr. Sondall is mgr.

Fairmont, Minn.—Geo. Livermore recently bot the elevator of E. W. Christianson & Co. Frank Freeman will remain as mgr. The elevator has been overhauled and hopper scales installed.—The Rippe Grain & Mfg. Co. has improved its office. New partitions have been put in making separate rooms.—A. B. Loomer, agt. Independent Grain & Lbr. Co.

Ellendale, Minn.—The elevator of the Western Elevator Co. at this station has been reopened. Mgr. J. Shultz, who was transferred from the elevator of the company at Clarks Grove, is overhauling the house and making needed repairs. He found that since the elevator has been closed the windows on one side had been broken out, the door in the runway opened and the office broken into. The 50-ft. engine belt was missing and the place was strewn with empty beer bottles and cases. Mr. Shultz has announced that the company will put the house in first-class order and will install a feed grinder.

DULUTH LETTER.

J. C. Tresise, local trader for the Van Dusen-Harrington Co., has resigned and is now with the Cargill Elevator Co. of Minneapolis.

Branch offices have been opened at this market by the Lamb-McGregor Co., Kellogg Com'n Co. and the Atlantic Elevator Co. The headquarters of the firms are in Minneapolis.

The Tenney Co., of Minneapolis, has opened a branch office here in charge of Frank C. Tenney. All grain consigned to the company at this market will be handled thru the Duluth office.

The following were admitted to membership in the Board of Trade during July: S. H. Turney, H. W. Hellier, E. H. Fugh and E. J. Maney. The following have withdrawn from membership: H. L. Hankinson, John A. Lamb, Frank J. Seidl and J. A. Savage.—Chas. F. Macdonald, sec'y.

Duluth, Minn.—The Globe Elevator Co. will rebuild the part of the elevator recently burned at once and will rush the work so that the house will be ready for the incoming rush of new grain. The repairs will cost at least \$10,000, as the interior of the building was badly wrecked. New machinery will be installed.

Frank Chaffee, vice-pres. of the Standard Grain Co., died at the Eitel Hospital in Minneapolis, July 27. Mr. Chaffee's home was at Carrington, N. D., but he was well known to grain men of the northwest. He was 53 years old at the time of his death, which was due to diabetes. W. A. Johnson, Minneapolis mgr. for the Standard company, will succeed him as vice-pres.

MINNEAPOLIS LETTER.

F. D. Gill, now with E. L. Welch & Co., was formerly with the Hallet & Carey Co.

Kinsey Maxfield has been re-appointed official grain sampler for the Chamber of Commerce.

J. A. Rieck has applied for membership in the Chamber of Commerce, on transfer from I. C. Haynes.

Independent Grain Co. incorporated; capital stock \$25,000; incorporators Nels, N. M. and G. M. Enge.

The Springfield Mfg. Co. has been granted corporate membership privileges in the Chamber of Commerce.

The Cannon Valley Mfg. Co., whose plant at Cannon Falls burned July 30, has leased the plant of the National Mfg. Co. in this city, with the privilege of buying it later.

J. C. Tresise, local trader for the Van Dusen-Harrington Co. at Duluth, has been added to the working force of the Cargill Elevator Co. and will represent them on the floor of the Chamber of Commerce.

Geo. F. Briggs, sec'y of the Banner Grain Co., has resigned and will engage in the grain business on his own account operating as the Briggs Grain Co. He will buy wheat for country mill account.

O. P. Jacobson, of the state railroad and warehouse com'n, and F. W. Eva, chief state grain inspector, are in Washington to protest against any amendment to the Moss Grain Inspection Bill as it now stands.

J. E. Owen, for 9 years with H. Poehler & Co., is now salesman and solicitor for H. L. Hankinson & Co. When on the road he will travel in North Dakota and will be ass't salesman on the floor of the exchange when here.

On Aug. 15, the Anchor Grain Co. and the P. B. Mann Co. were consolidated and will be operated as the P. B. Mann-Ancor Co. The management will remain as before and the company will continue to give careful attention to consignments.

The Chamber of Commerce has been notified by the Minneapolis Clearing House that banks that are members of the ass'n will not deliver to drawees, except on payment, drafts against shipments of grain with Bs/L attached. This action has been taken to correct a practice in vogue in past years.

James C. Andrews, who recently resigned as ass't mgr. of the Pillsbury Flour Mills Co. after 26 years of service, was tendered a banquet by the officers and sales-mgrs. of the company Aug. 10, at the Minneapolis Club. Mr. Andrews was also the recipient of a handsome sterling silver loving cup from his old friends and associates who one and all wish him every success in the new company he has organized. The new plant is nearly completed and will be operated under the name of Yerxa-Andrews-Thurston.

The elevators and business of the Interior Grain Co., including the terminal elevator at Davenport, Ia., have been acquired by the Merchants' Elevator Co. of this city. The Davenport terminal elevator has been entirely remodeled, new machinery added, and about 150,000 bus. of storage added, making the total somewhere from 350,000 to 400,000 bus., the work being done by the Burrell Engineering & Constr. Co., transforming the elevator into an up-to-date, modern, rapid handling barley and oat house, with a guaranteed unloading capacity of 5,000 bu. per hour, per leg. The country stations have also been overhauled, and some equipped with new engines, feed mill, corn shellers, etc., and all are in readiness now for handling the crop.—H. D. McCord, pres. Merchants Elevator Co.

Applications for traveling representative's licenses have been made by W. P. Ladd to represent the H. Poehler Co. and W. P. Brown to represent the Brown Grain Co. Licenses have been granted to the following: W. J. Smith, representing Carter-Sammis & Co.; I. P. Schei, representing H. Poehler Co.; J. M. Johnson, representing C. C. Wyman & Co.; Chas. D. Tousley, representing E. L. Welch & Co.; R. T. Leekley, representing Keystone Grain Co.; J. W. Robinson and E. J. Barry, representing McCaull-Dinsmore Co.; George Rau, representing Merchants' Elvtr. Co.; George Sawyer, representing Cargill Com's'n Co.; Nels Distad and C. C. Hanks, representing Wm. Grettum & Co.; W. L. Haupt, representing Andrews Grain Co.; H. A. Woodward, representing Imperial Elvtr. Co.; H. A. Tubbs, representing McKindley Grain Co.; C. B. Nupen, representing Benson-Newhouse-Stabeck Co.; C. L. Gange, representing H. Poehler Co.; J. H. Lee, representing Northern Grain Com's'n Co.; J. E. Ruddy, representing P. B. Mann Co.; J. C. Miller, representing Fraser, Smith Co.; R. E. Riesland, representing Standard Grain Co.; Wm. H. O'Bryon, representing C. C. Wyman & Co.; Wm. Waldron, representing E. S. Woodworth & Co.; James Leary, representing Quinn-Shepherdson Co., and H. H. Minthorn, representing E. S. Woodworth & Co.

In the suit of Wm. B. Mohler to restrain the Chamber of Commerce from selling his membership in the exchange to satisfy the claim of the E. L. Welch Co., District Judge Molyneaux decided in favor of the exchange, holding that the rules of the Chamber are binding on its members and that it has the right to sell the membership of one of its members if he fails to pay his debts to other members, providing the creditor files his lien in accordance with the laws of the exchange. The case grew out of the sale of 5,000 bus. of wheat for \$4,535 to Mr. Mohler by the Welch company which it is alleged was never paid. In 1912 plaintiff filed a lien on the defendant's membership in the Chamber of Commerce to satisfy the claim. The directors of the exchange acknowledge the lien and on Sept. 3, 1913, offered the membership for sale. Mr. Mohler, however, obtained a temporary injunction restraining the sale on the ground that the plaintiffs should take their claim to the courts of law rather than to the Chamber of Commerce. Judge Molyneaux dissolved the temporary injunction order and ruled that the rule of the Chamber providing that all debts of one member to another should be paid and that the memberships could be sold to satisfy claims was legal. He set the proper procedure for the sale, the Chamber of Commerce to be paid its costs first, then the E. L. Welch Co. to be paid its claim, and if any money is left over it is to be given to Mr. Mohler.

MISSOURI

Armstrong, Mo.—The elvtr. of the Glasgow Mlg. Co. of Glasgow was struck by lightning Aug. 19.

Albany, Mo.—S. E. Jones, who recently bot a third interest in our company, will look after field and outside work.—Elder Grain & Coal Co.

Skidmore, Mo.—I operate both elvtrs. at this station, but I am not a grain buyer as the banks buy all grain here. I merely weigh and elevate it for them.—J. C. Spahr.

Green Ridge, Mo.—The Harriman Elvtr. Co. of Pilot Grove, has bot the elvtr. of Rayburn & Withers. Possession is to be given Sept. 1. A. B. Harriman will be in charge.

Columbia, Mo.—We have sold out to E. W. Woods, formerly in the grain business, and will give possession Sept. 1. Mr. Woods lives at O'Fallon.—F. C. Norris, Norris Hay & Grain Co.

KANSAS CITY LETTER.

The C. & A. Ry. Co. will build an elvtr. to replace the Kaw Elvtr., burned July 12, and the Alton Elvtr. Co. will succeed the Kaw Elvtr. Co. as operators.

W. W. Deck, formerly with Citizens Mill & Elvtr. Co., of Weatherford, Okla., is now traveling for J. Resenbaum Grain Co.

Weighmaster Geo. P. Davisson of the state grain inspection and weighing dept. was overcome by heat at the Murray Elvtr., Aug. 4, and died Aug. 7. He was 63 years old.

Benjamin C. Christopher and his son, Ben, Jr., of B. C. Christopher & Co., are defendants in a suit for \$5,000 damages brot by a city fireman who alleges that he was run down Aug. 6 by an automobile of the company driven by W. E. Elliott, who is employed by the defendants.

Grain dealers here have nearly completed their plans for the entertainment of the delegates to the convention of the Grain Dealers National Ass'n, Oct. 12, 13 and 14. Everyone attending is guaranteed the time of his life and a most interesting and instructive visit. The entertainment program is said to be more elaborate than at any previous convention in the 18 years' history of the Ass'n.

ST. JOSEPH LETTER.

It is now reported that another elvtr. will be built at the south end of this city by local interests.

The Burke Grain Co. has liquidated its business owing to the death of Pres. Wm. Burke. The company operated the Gt. Western Elvtr.—J. A. Cole, Omaha.

Work is being rushed on the 16 tanks that form the addition to the Burlington Elvtr. The tanks are built on concrete piles and are of concrete construction, 16 ft. in diameter and 85 ft. high with 8 in. walls. Interstice bins will also be built and all grain will empty into a tunnel under the elvtr. The piles are each 16 ins. thick and 25 ft. long, 392 being used in the foundation.

ST. LOUIS LETTER.

The new plant of the Geo. P. Plant Mlg. Co. has been completed and is now in operation.

A branch of the Dept. of Commerce will be established in this city and grain men are of the opinion that it will materially help them by keeping them in closer touch with the conditions in South America and other foreign countries.

Members of the grain trade at this market who recently notified their country customers to hold back their grain, are now sending notice that this market is no longer congested and that shipments will be received and drafts honored as heretofore.

James A. Connor has returned from San Antonio, Tex., entirely recovered from his recent illness. His many friends are glad to learn that he has recovered his health sufficiently to become active again in the grain trade. He has associated himself with his father and brother under the firm name of P. P. Connor & Sons.

The attorney general will not bring suit against the Merchants Exchange, at present, for the alleged conduct of business in restraint of trade. Some time ago complaint was made to the attorney general that the exchange had passed a rule under which no one could bid on grain on a greater amount than the last bid registered between meetings of the exchange. The rule has been suspended by the directors.

The following have recently been admitted to membership in the Merchants Exchange: Wm. B. Lathrop, Peirson-Lathrop Grain Co., Kansas City; Edward A. James, Neola Elvtr. Co., Chicago; Geo. F. E. Wittich, Saint Louis; and G. Breaux Ballard, Ballard & Ballard Co., Louisville. The following memberships have been transferred; G. H. Walker, Mason Gregg, J. H. Roever, Chas. T. Ballard.—Eugene Smith, Sec'y.

MONTANA

Polson, Mont.—I have rented my elvtr. to J. A. Henry.—S. L. Green.

Winifred, Mont.—The elvtr. of E. J. Freeman & Co. has been completed.

Flaxville, Mont.—The International Elvtr. Co. is building elvtrs. here and at Scobey.

Cardwell, Mont.—Cardwell Grain & Elvtr. Co. incorporated; capital stock, \$25,000.

Plentywood, Mont.—R. C. Stanfield has succeeded J. V. Paffenfus as mgr. for the Farmers Elvtr. Co.

Flaxville, Mont.—I will open the new elvtr. of the Winter-Truesdell-Ames Co. at once.—Richard Teslow, mgr.

Dooley, Mont.—Work will be started at once on the elvtr. of the Farmers Elvtr. Co. as the material has arrived.

Great Falls, Mont.—We have not heard of any new elvtrs. to be built here, as has been reported.—Rocky Mountain Elvtr. Co.

Fairview, Mont.—A. Y. Mohle is pres. and L. P. Lanouethe sec'y of the Farmers Elvtr. Co., which operates a 30,000-bu. elvtr.

Whitehall, Mont.—Nothing has been done lately toward the organization of the farmers elvtr. company which was agitated last spring.—S. A.

Fromberg, Mont.—I am now agt. for the Occident Elvtr. Co. at this station.—A. C. Lundby, formerly agt. Andrews Grain Co., Ypsilanti, N. D.

Belmont, Mont.—The Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, H. B. Drum, C. A. Paulson, W. A. Horton and others.

Franklin, Mont.—Work on the new elvtr. of the Rocky Mountain Elvtr. Co. is being hurried and the house will be completed in time to handle fall grain.

Plentywood, Mont.—I am now buyer for the Montana & Dakota Grain Co. at this point.—O. J. Christianson, formerly buyer for the same company at Nashua.

Ingomar, Mont.—The Musselshell Valley Grain Co. has built a flat house here and will use it for grain at present. It will be replaced by a modern elvtr. next year.

Merrill (Columbus p. o.), Mont.—I am now buying grain at this point with a view of building an elvtr. providing conditions warrant it.—P. W. Brilhart, Billings.

Christiana sta. (Hilger p. o.), Mont.—Christiana Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, Carl W. Riddick, Sam'l D. Rankin and John G. Kertz.

Highwood, Mont.—The report that we would build at this station is incorrect. We are building at Judith Gap and at Square Butte, but not here.—McCaull-Webster Elvtr. Co., Minneapolis.

Scobey, Mont.—The Farmers Grain Co. is not connected with the Scobey Grain Co. Officers are F. Hughes, pres.; G. N. Robinson, sec'y, and J. C. Timmons, treas. The company is building a 30,000-bu. elvtr.

Toston, Mont.—Work is being rushed on the 20,000-bu. elvtr. of the Broadwater Elvtr. Co., of Townsend, at this point and it is hoped to have the building completed by the 25th of the month. The house will be 20x28 ft. and will be operated by gasoline power.

Raymond (via Plentywood), Mont.—My brother, M. T. Pappenfus, of Macoun, Sask., and myself have bot the recently completed elvtr. of the Woodworth Elvtr. Co. at this point and will operate as the Raymond Grain Co. I was formerly mgr. for the Farmers Elvtr. Co. at Plentywood.—J. V. Pappenfus.

Twinbridges, Mont.—Our assets as shown by our sec'y-treas. report at our recent annual meeting, are \$15,599.27 and our liabilities \$17,087.85, leaving a deficit of \$1,488.58. The figures show which way the wind blows. The loss was due to mismanagement, our manager evidently never having had experience, altho he came to us highly recommended. Under the circumstances, C. A. May, our mgr., deemed it wise to leave us on the 27th ult. before the meeting was held.—Mrs. Wm. Ruppel, Farmers Elvtr. Co.

NEBRASKA

Wallace, Neb.—I have succeeded Kenney & Co.—C. A. Kenney.

Dawson, Neb.—I have succeeded Windle & Son.—J. E. Windle.

Norfolk, Neb.—The farm elvtr. of E. C. Warner burned recently.

Riverdale, Neb.—I am now mgr. for E. D. Gould.—R. L. Prascher.

Oxford, Neb.—We have succeeded P. H. Gupton.—Gupton Grain Co.

Elba, Neb.—A. W. Riness has succeeded E. M. Brass at this station.

Helvey, Neb.—I am now agt. for the Lincoln Grain Co.—W. L. Davis.

Verdigris, Neb.—I have succeeded Schreier Bros.—Emil Schreier.

Jackson, Neb.—I am now agt. for the Atlas Elvtr. Co.—J. W. Collins.

Stuart, Neb.—I am now agt. for the Wm. Krotter Co.—Fred. Robertson.

Aurora, Neb.—The elvtr. of the E. Stockham Co. is closed.—Aurora Elvtr. Co.

Bee, Neb.—I am now agt. for the Updike Grain Co. at this point.—L. J. Cibulka.

Superior, Neb.—We have succeeded the Superior Mlg. Co.—Ernst Meyer & Sons.

Hubbell, Neb.—I am now agt. for the Gooch Mlg. & Elvtr. Co.—B. B. Cruise.

Shickley, Neb.—I am now agt. for the Nye-Schneider-Fowler Co.—Chas. Ruth.

Lexington, Neb.—John Karn is now mgr. for the Lexington Mill & Elvtr. Co.

Spalding, Neb.—A. J. Cook is now in charge of the elvtr. of the Spalding Elvtr. Co.

Ord, Neb.—The elvtr. of the Omaha Elvtr. Co. is closed.—W. T. Barstow Grain Co.

Bloomington, Neb.—The elvtr. of the Farmers Equity Co. has been put into operation.

Carlisle, Neb.—I am now agt. for the Nye-Schneider-Fowler Co. here.—J. M. Ireland.

Farnam, Neb.—I have sold my elvtr. to Q. A. McPherson of Surprise.—G. D. Faulkes.

Gering, Neb.—L. A. Perrine of Mitchell is contemplating the erection of an alfalfa mill here.

Greeley, Neb.—The elvtr. of the W. T. Barstow Grain Co. is closed.—T. B. Hord Grain Co.

Lexington, Neb.—Skade & Neilson have repaired their elvtr. W. H. Cramer did the work.

Belden, Neb.—Frank Swindle is scooping at this point.—J. G. Myer, agt. John McQuillen.

Chappell, Neb.—The Farmers Elvtr. Co. has commenced business with C. H. Bennett as mgr.

Bancroft, Neb.—L. R. Irwin, mgr. for the Benson Grain Co. has resigned and will buy hogs here.

Hallam, Neb.—Geo. Severn is now agt. for the Wright-Leet Grain Co. at this point.—Wm. Burk.

Elm Creek, Neb.—W. C. Rishel is now mgr. for the Trans-Mississippi Grain Co.—Omaha Elvtr. Co.

McLean, Neb.—Fred Schroeder has succeeded Mgr. Osbourne with the Fields & Slaughter Elvtr. Co.

Inavale, Neb.—W. Wunderly is scooping here. I am the only regular dealer here.—Chas. Hunter.

Woodlawn sta. (Lincoln p. o.), Neb.—We have succeeded the Kendall Smith Co.—The Woodlawn Co.

York, Neb.—Mr. Neiman is now mgr. for the York Roller Mills.—Van Winkle Grain & Lumber Co.

Haigler, Neb.—The Haigler Equity Exchange has put its elvtr. into operation. Chas. Balderson is mgr.

West Point, Neb.—Howard Wilson has left the employ of the Nye-Schneider-Fowler Co. at this point.

Springfield, Neb.—Milo Hurley is now mgr. and buyer for the Lincoln Grain Co.

Gilead, Neb.—I am now mgr. for the Wright-Leet Grain Co.—John Stolzenburg.

Havelock, Neb.—I have completely remodeled my elvtr. and put it in up-to-date shape.—A. H. Aden.

Muriel (r. f. d. Glenville), Neb.—I am now mgr. for the Stroemer Grain & Supply Co.—B. C. Smith.

Bellwood, Neb.—H. A. Boceton is now mgr. for the Schaaf Grain Co. at this station.—Farmers Grain Co.

Glen Rock, Neb.—We may install a new hopper scale and a feed grinder.—Wm. H. Wilson, agt. L. L. Coryell.

Ralston, Neb.—We will install feed grinding machinery.—C. E. A. Stickel, mgr. Ralston Elvtr. & Mlg. Co.

Clarkson, Neb.—Dr. S. G. Allen has taken over the stock of Chas. Dubsky in the Clarkson Mlg. & Grain Co.

Campbell, Neb.—Everling & Petersen have succeeded the C. Koehler Co. here.—Farmers Business Ass'n.

Clearwater, Neb.—We expect to install a feed grinder in our elvtr.—V. H. Uridil, mgr. Clearwater Elvtr. Co.

Steele City, Neb.—G. O. Taylor is scoop shoveling here. I am the only regular dealer here.—A. H. Phelps.

Bladen, Neb.—The Hynes Grain Co. owns an elvtr. here but it has not been opened for 7 years.—O. D. Samsell.

St. Paul, Neb.—The elvtr. of the Omaha Elvtr. Co. on the U. P. tracks has not been in operation for 5 years.—S. A.

Fremont, Neb.—The elvtr. of the Omaha Elvtr. Co. at this station burned two years ago and has never been rebuilt.

Chester, Neb.—F. D. Hughes is now mgr. for the Farmers Elvtr. Co.—D. J. Howard, agt. Central Granaries Co.

Rogers, Neb.—Frank Randall is now agt. for the Wells-Abbott-Nieman Co.—L. C. Gerriets, agt. T. B. Hord Grain Co.

Cook, Neb.—A. A. Tanner was the purchaser of the mill and elvtr. property at this station owned by L. A. Hanks.

Hollinger, Neb.—F. T. Waggoner is now mgr. for the Enterprise Grain Co.—Ziba Newton, mgr. Central Granaries Co.

Lincoln, Neb.—The office of the Norris Grain Co. in this city has been closed.—L. W. Frost, mgr. Lonsdale Grain Co.

Prairie Home, Neb.—The elvtr. of the Evans Grain Co. is closed this summer.—Fred C. Hall, mgr. Farmers Grain Co.

Laurel, Neb.—We have succeeded the Laurel Roller Mill & Elvtr. Co.—A. G. Stickling, mgr. Laurel Mlg. & Grain Co.

Phillips, Neb.—The elvtr. of the Aurora mlg. Co. has been closed for the last 3 years.—A. P. Peterson, agt. E. Stockham.

Nebraska City, Neb.—The elvtr. of the Kingfalfa Mills burned down some time ago and has not been rebuilt.—Duff Grain Co.

Boelus, Neb.—The elvtr. of the T. B. Hord Grain Co. has been closed for the season.—Wm. Peterson, agt. Omaha Elvtr. Co.

Shelton, Neb.—Our officers are S. E. Smith, pres.; E. C. Warren, vice-pres. and E. F. Smith, sec'y-treas.—Shelton Grain Co.

Hooper, Neb.—E. M. Sharrer is now agt. for the Nye-Schneider-Fowler Co.—Henry Edelmaier, mgr. Farmers Grain & Stock Co.

Wahoo, Neb.—The elvtr. of W. E. B. Collier has been closed for last 7 years and is not in shape to buy grain.—John Dolezal.

Hamlet, Neb.—Mark Scott, mgr. for the F. C. Krotter Co. at Palisade, has been transferred to the company's elvtr. at this point.

Princeton, Neb.—I am out of the grain business here. Noah Egger succeeded me as agt. for H. H. Norcross.—Chas. J. Hogan.

Hooper, Neb.—We have installed a new cup belt and made other improvements in our elvtr.—H. J. Shaffer, agt. Henry Roberts.

Darr, Neb.—The elvtr. of Skade & Neilson has been overhauled and put into first class shape. W. H. Cramer had the contract.

Sumner, Neb.—We have installed a Richardson Automatic Scale in our elvtr.—E. A. Ericson, agt. Trans-Mississippi Grain Co.

Lexington, Neb.—H. C. Skade is now associated with H. P. Nielson at this station and at Darr and we operate as Skade & Nielson.—S.

Blair, Neb.—The Blair Mlg. & Grain Co. has bot the plant of the Acme Mlg. Co. and will engage in the feed, flour and grain business.

Overton, Neb.—We have installed a Richardson Automatic Scale and are making other necessary repairs.—Trans-Mississippi Grain Co.

Riverdale, Neb.—We have succeeded the Trans-Mississippi Grain Co. at this station.—O. G. Knox, mgr. Farmers Co-operative Elvtr. Co.

Scotia, Neb.—The elvtr. of the Omaha Elvtr. Co. burned June 1, 1913, has never been rebuilt.—Elmer West, mgr. Scotia Grain & Stock Co.

Kearney, Neb.—Farmers Grain & Stock Co. incorporated; capital stock \$10,000; Chris Lantz, A. R. Crosby, W. F. Best and others incorporators.

Prosser, Neb.—The Moritz Lumber & Grain Co. has sold its elvtr. to the recently incorporated Farmers Elvtr. & Lumber Co.—Chas. Moritz, mgr.

Western, Neb.—The Western Elvtr. Ass'n incorporated; capital stock \$20,000; incorporators Joel Mead, A. L. Wilson, J. F. Sladek and others.

Central City, Neb.—Wm. Palmateer is now mgr. for the T. B. Hord Grain Co. at this station.—L. E. Nugent, mgr. T. B. Hord Land & Cattle Co.

Upland, Neb.—The Duff Grain Co. has installed a new engine—We have put in a manlift.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

Carter, Neb.—The elvtr. of the C. Koehler Co. burned about a year ago and has not been rebuilt. We have the only elvtr. here.—L. C. Chalmberg Co.

Stoddard, Neb.—The Farmers Equity Co. has shipped one car of wheat and scooped it into the car. We are the only regular dealers here.—Davey Bros.

Lewellen, Neb.—Orr, Spindler & Co. incorporated to deal in grain; capital stock \$12,000; Wm. Spindler, John H. Orr and Wm. Pohling incorporators.

Howells, Neb.—The report that F. V. Uridil, agt. for the Nye-Schneider-Fowler Co., will be mgr. for the Farmers Co-operative Co. at Leigh is incorrect.

North Platte, Neb.—North Platte Hardware & Elvtr. Co. incorporated; capital stock, \$30,000; J. Q. Wilcox, A. T. Yost and B. W. Fink, incorporators.

Gresham, Neb.—The Gresham Grain Co. has made extensive repairs on its elvtr. The house has also been painted.—S. A. Tobey, agt. Updike Grain Co.

Palisade, Neb.—Asa French has succeeded Mark Scott as mgr. for the F. C. Krotter Co., Mr. Scott having been transferred to the elvtr. at Hamlet.

Phillips, Neb.—We have bot the lumber yards and stock of the S. A. Foster Lbr. Co., We have also improved our elvtr.—C. E. Coffey, mgr. Phillips Grain Co.

Creston, Neb.—New agts. here are Frank Titus for the Nye-Schneider-Fowler Co. and myself for the Crowell Lumber & Grain Co.—Harry D. Black.

Benkelman, Neb.—The report that we have consolidated with the O'Donnell Grain Co. is incorrect. We are still doing business under the same old name and at the same old stands west of McCook.—O. M. Kellogg.

Blue Springs, Neb.—The Holmesville, (Neb.), Farmers, Elvtr. Co. has succeeded Black Bros. at this station.—Blue Springs Farmers Elvtr. Co., Wm. Craig, mgr.

Daykin, Neb.—The Lincoln Grain Co. is rebuilding the elvtr. at this station which was recently damaged by fire.—W. L. Davis, mgr. for the company at Helvey.

Dodge, Neb.—C. H. Schrein is now agt. for the Crowell Lumber & Grain Co. at this station, succeeding Robt. Lee.—Jos. J. Karnik, agt. Nye-Schneider-Fowler Co.

Kimball, Neb.—The elvtr. of the Farmers Elvtr. Co. is closed at present and Agt. E. W. Peterson is not here.—B. W. Larson, mgr. Kimball Mill & Elvtr. Co.

Gibbon, Neb.—The elvtr. of the Omaha Elvtr. Co. has been opened after being idle for 3 years. C. N. Brown is agt.—Geo. R. Little agt. T. B. Hord Grain Co.

Rogers, Neb.—The elvtr. of the T. B. Hord Grain Co., containing 10,000 bus. of grain, burned Aug. 17; loss, \$15,000. The fire was due to a spark from a passing engine.

Norfolk, Neb.—The new elvtr. and feed mill of the Norfolk Cereal Mills has been completed and the machinery will be installed at once. New machinery will be used thruout.

Friend, Neb.—The elvtr. of J. Delaney burned Jan. 22, has not been rebuilt and he is out of business at this point.—P. J. Mullin is now sole owner of Burke & Mullin.—E. G. Scoville.

Albion, Neb.—The following officers were elected at the recent annual meeting of the Albion Mlg. Co.: C. G. Barnes, pres.; F. S. Thompson, vice-pres. and A. E. Browder, sec'y.

Leigh, Neb.—The Farmers Merc. Co. is now in possession of the elvtr. of the Crowell Lbr. & Grain Co. John Stuvvlefield, of Columbus, will look after the company's affairs temporarily.

Belgrade, Neb.—The Haas, Hord Cattle Co. has installed a 15 h.p. Fairbanks Gas Engine. We have installed a Fairbanks Wagon Scale.—Roscoe Stumbaugh, agt. Trans-Mississippi Grain Co.

Geneva, Neb.—The Farmers Equity scoops grain out of wagons here. A. E. Weber is sec'y. Regular grain dealers are Jerr Delaney and my company.—I. N. Trask, agt. Haynes Grain Co.

Sidney, Neb.—We have succeeded Brauer & Grabill. Our officers are C. W. Hornaday, pres.; H. Brauer, vice-pres.; J. E. Grabill, sec'y-treas.—C. W. Hornaday, C. W. Hornaday Mdse. & Grain Co.

Sargent, Neb.—We have widened our driveway, concreted our pit and completely overhauled the elvtr.—Frank Gustafson has bot the elvtr. of C. D. Coburn.—Roy P. Leach, mgr. J. H. Currie.

Red Willow (McCook p. o.), Neb.—The Red Willow Shipping Co. has been reorganized and is now operating as the Equity Union Exchange. Herbert Hedges is sec'y and I am mgr.—J. F. Helm.

Omaha, Neb.—The excavating for the new home of the Grain Exchange will be completed and the foundations started at an early date. Final plans for the superstructure are now being considered.

Silver Creek, Neb.—Our company has been organized but is not yet doing business. Have about \$4,000 collected and hope to get into the game very soon.—Chas. Wooster, pres. Farmers Elvtr. Co.

Plainview, Neb.—The elvtr. of the McCaull-Webster Elvtr. Co. has not been open for the last 2 years.—New agts. here are F. A. Paine for the Walrath & Sherwood Elvtr. Co. and myself for the Nye-Schneider-Fowler Co.—E. Weinberger.

Anoka, Neb.—Wm. Krotter & Co. are improving their elvtr. but will not install new machinery. There is no Farmers Elvtr. Co. at this point. A few farmers have formed a union to ship grain and have put in a pair of scales, but Wm. Krotter & Co. and the Nye-Schneider-Fowler Co. are the only regular buyers here.—Joel Bergstrom, general mdse.

Nebraska City, Neb.—It is reported that the Nebraska Corn Mills Co. which lost its plant at Beatrice, July 30, has bot the cereal mills plant here. Recent repairs have been made to the plant and it is in up-to-date condition.

Pierce, Neb.—Boche Bros. have bot the elvtr. of the Pierce Elvtr. Co. and Wm. Boche is mgr.—D. J. Malone, mgr. Farmers Grain Co.—Will and John Boche are the props. and Geo. E. Drebert will be retained as buyer.

Anoka, Neb.—We have no Farmers Elvtr. Co. here. The Nye-Schneider-Fowler Co. and our company are the only regular dealers. B. F. Dankro, T. E. Keiffe and Jacob Thompson are scoop shovelers.—B. P. Martin, mgr., Wm. Krotter Co.

Waterbury, Neb.—Our elvtr. burned Aug. 8, the fire starting on the roof of the annex from a spark from a passing train. Our coal sheds and three cars of coal also burned. We will rebuild as soon as material arrives.—P. S. Beekley, now mgr. Atlas Elvtr. Co.

Winnebago, Neb.—D. M. Day and Mark Mansfield have been loading at track here.—Chas. Reed has succeeded J. E. Moore as agt. for the Wilsey Grain Co., Mr. Moore is now second man at the elvtr. of Chas. Hiserote at Homer.—F. J. Morgan, agt. Holmquist Grain & Lumber Co.

Homer, Neb.—J. E. Moore formerly mgr. for the Wilsey Grain Co. at Winnebago, is now second man at the elvtr. of Chas. Hiserote, who bot the elvtr. of the Homer Elvtr. Co., owned by Tim O'Connor.—F. J. Morgan, agt. Holmquist Grain & Lbr. Co.

Tobias, Neb.—R. M. Tyson is a scoop shoveler at this station.—The elvtr. of the Lincoln Grain Co. was struck by lightning Aug. 10 and the west end of the cupola was torn completely open. Fortunately there was no resultant fire.—A. E. Pratt, agt. W. T. Barstow Grain Co.

Cordova, Neb.—I have succeeded the J. E. Dorsey Grain Co. The old company was incorporated and when we changed the business from an incorporated to a private company, I changed the name. I have long owned the entire stock of the company and have managed it since it was organized 23 years ago.—F. M. Dorsey.

Palmyra, Neb.—While cleaning the cups on the elvtr. belt in the elvtr. of the Farmers Elvtr. Co., Robert Smith had the flesh torn from the back of his hand. The cups had become clogged and he had thrown off the power and was cleaning them when some one in the elvtr. started the machinery. It took several stitches to sew up the wound, but it is thot that the hand can be saved.

Grant, Neb.—A few farmers have organized the Perkins County Shippers Ass'n here but they have no house and no money to do business with. They shipped 2 carloads of grain last year. They bother us some but are not large dealers, and have no investments in the grain business. The only regular dealers are Sells & Recctor and my company.—J. L. Landes, mgr. Crete Mills Elvtr.

Bloomington, Neb.—We are building a 15,000-bu. iron clad elvtr. on a concrete foundation. Concrete is also used for the bottom of the scale pit, dump sinks and the floor of the engine room. Our equipment includes a Fairbanks-Morse Oil Engine, Fairbanks Wagon Scale, Barnard & Leas Cleaner, Birchard Boot and Distributor, Success Manlift and Richardson Automatic Scale. The spouting in the cupola is of steel and there will be an iron loading spout from the automatic scale which is in the cupola. The house will be completed by Sept. 1 and will be put into immediate operation. We will handle coal and live stock in connection with grain. Frank Doud is pres., Guy Van Steenburg, sec'y and myself mgr. of the company. G. H. Birchard has the contract for our house.—E. W. Peterson, Bloomington Equity Exchange.

NEW ENGLAND

Concord, Mass.—The elvtr. of B. W. Brown burned at 11 a. m., Aug. 20; loss \$3,000; covered by insurance.

Lowell, Mass.—The elvtr. of Wm. E. Livingston, and contents valued at \$20,000, burned at 5:40 p. m., Aug. 15; total loss \$30,000; partially covered by insurance.

Calais, Me.—The Border Investment Co. incorporated to deal in grain, hay, feed, etc.; capital stock \$10,000; officers James S. McCrea, pres.; Ernest E. Higgins, treas.

Leominster, Mass.—Howard R. Fuller of Bowen & Fuller, died Aug. 6, from typhoid fever. Mr. Fuller was 36 years old and entered the grain business in 1909, becoming a partner of R. D. Bowen, his father-in-law. He was junior member of the firm at the time of his death.

Lancaster, N. H.—A. E. Smith of New York, and Frederick Holton, for many years bookkeeper for F. B. Spaulding, have formed a partnership. We bot the grain and milling business of the Spaulding Estate, after Mr. Spaulding's death last fall. We have made a number of improvements in the plant and have installed a mixer and power shovel. We now operate as F. B. Spaulding Co. The branch at Colebrook has been closed.—F. Holton.

NEW JERSEY

Trenton, N. J.—Theodore Conover, prominent in the grain trade of this city, died recently at the age of 49.

Jersey City, N. J.—We have discontinued our Jersey City office and I am now on the road most of the time.—C. B. Watson, formerly mgr. Churchill Grain & Seed Co.

NEW MEXICO

Clovis, N. M.—I am not in the grain business here at present, but am looking for a location and may build an elvtr. All the grain now handled in this country is scooped, as there are no elvtrs.—Lester Stone, formerly at Lucien, Okla.

NEW YORK

Waverly, N. Y.—The Ryon Mlg. & Grain Co. incorporated; capital stock \$30,000; J. W. Ryon incorporator.

New York, N. Y.—Carl Dreier, at one time a member of the board of governors of the Produce Exchange, died recently in Porto Rico, at the age of 63.

Oneida, N. Y.—Testimony in the trial of Max Hart and others for the alleged wrecking of the Oneida Mlg. Co. has been resumed, but it is believed that it will be 6 weeks before the trial can be brot to a close.

BUFFALO LETTER.

Buffalo, N. Y.—The H-O Co. will build a concrete and steel grain storage addition to its plant. Work will be started at once and it is hoped to have it completed by Oct. 1. The addition will cost \$20,000 and will consist of 4 steel tanks of 100,000-bus. capacity, erected on a concrete foundation. The A. E. Baxter Engineering & Appraisal Co. drew the plans.

Buffalo, N. Y.—Suit has been brot by the Italian consul here for \$10,000 damages for the death of Luigi Guagnelli, who lost his life in the terrible explosion at the plant of the Clover Leaf Mlg. Co. about a year ago. The estate alleges that the defendant company did not provide sufficient safe guards for its employees and did not have enough fire escapes for safety.

A grain spout under the dock of the Exchange Elvtr. was set on fire by a spark from a passing boat and for a time a serious elvtr. fire was threatened. The flames were hard to reach and it was necessary to practically tear up the dock to put out the fire. The elvtr. is owned by the Cuas. Abell Co. and is operated by the Exchange Elvtr. Co. In 1889, a fire started in the same manner at the same elvtr. and practically destroyed the house.

Shanahan Grain Co. incorporated; capital stock \$15,000; incorporators John D. Shanahan, Walter M. Wilkins and F. Ferow. Mr. Shanahan was formerly chief grain inspector at Buffalo.

NORTH DAKOTA

Monango, N. D.—The Farmers Equity Exchange will build an elvtr.

La Moure, N. D.—The Andrews Grain Co. has bot the west elvtr. of C. J. Alister.

Merricourt, N. D.—The Merricourt Equity Exchange has bot an elvtr. here.—Chas. Mack, Forbes

Paisly, (Newport p. o.), N. D.—James Carter who owns the warehouse here will build an elvtr.

Burnstad, N. D.—U. Welch of Merricourt, has bot the controlling interest in the Burnstad Elvtr. Co.

Clements ville, N. D.—It is reported that the Woodworth Elvtr. Co., of Minneapolis, will build an elvtr. here.

Thompson, N. D.—P. Erickson is agt. for the National Elvtr. Co.—M. Hauklunds, agt. Northwestern Elvtr. Co.

Minto, N. D.—O. Rose is pres., J. W. Boeing, sec'y and I am mgr. for the Grain Growers Elvtr. Co.—N. Hennen.

Shields, N. D.—The Shield Farmers Co. has been incorporated and contract will be let at once for a 30,000-bu. elvtr.

Forbes, N. D.—The Forbes Equity Exchange has leased the Cargill Elvtr. Co.'s house and now has 2 elvtrs. here.

Wildrose, N. D.—I am now located at this point.—C. O. Highum, formerly mgr. Highum Bros. at Gravelbourg, Sask.

Hastings, N. D.—The Farmers Elvtr. Co. has installed an automatic scale and man-lift and may install a cleaner later on.

Gronna, N. D.—I have been transferred to this station from Everdell, Minn.—H. C. Boomgoorden, agt. Amenia Elvtr. Co.

Hankinson, N. D.—We will install a new leg and pan at this station.—H. A. Jacobs, agt. Atlantic Elvtr. Co., Mantador.

Gwinner, N. D.—The Farmers Elvtr. Co. has installed a gasoline engine.—I am agt. for the Thorpe Elvtr. Co.—Geo. Sandback.

Sharon, N. D.—P. A. O'Keefe of Gettysburg, S. D., has bot the Sharon Mill and Elvtr owned by Martin D. Johnson of Hartland.

Braddock, N. D.—The material for the new elvtr. of the Farmers Union Elvtr. Co. has arrived and work will be started at once.

Hazen, N. D.—Fred W. Haas, agt. for the Occident Elvtr. Co., was married Aug. 5, to Miss Alice M. Thomas of Barnesville, Minn.

Ellendale, N. D.—W. Miller and J. Stiles have leased the elvtr. of the Northwestern Elvtr. Co. and will operate as the Miller-Stiles Co.

Thompson, N. D.—M. C. Gaulke has succeeded J. H. Hines as mgr. for the Farmers Elvtr. Co. He is also sec'y of the company.

Washburn, N. D.—Otto Schulz has acquired the interest of his partner in the elvtr. of Schulz & Eichhorst and is now sole owner.

Rutland, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. and now owns both elvtrs. here.

Upham, N. D.—I am now agt. for the Occident Elvtr. Co. at Turtle Lake.—F. O. Torno, formerly agt. for the Kellogg Com's'n Co.

Turtle Lake, N. D.—I am out of the grain business and am at Albert Lea, Minn.—J. J. Brucher, formerly mgr. Occident Elvtr. Co.

Genoa sta. (Surrey p. o.), N. D.—The Farmers Equity Elvtr. Co. has been organized and is negotiating for the purchase of the elvtr. of Ray & Chaplin, G. Selvig, G. Skaldeland and others are interested.

Whitman, N. D.—The Equity Elvtr. & Trading Co. incorporated; capital stock, \$25,000; Albert Kouba, F. J. Ponger and others incorporators.

Burt, N. D.—We are building an up-to-date 40,000-bu. elvtr. and will have it completed by Sept. 1.—J. C. Schleicher, pres. Burt Equity Exchange.

Bantry, N. D.—We have installed a new jack shaft with clutch and have given the house a general overhauling.—E. N. Rice, mgr. Farmers Elvtr. Co.

Rhame, N. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Independent Elvtr. Co.—Wm. Bollock, agt. Western Lbr. & Grain Co.

Regan, N. D.—The Farmers Union Elvtr. & Merc. Co. incorporated; capital stock \$10,000; incorporators A. N. Blexrud and R. J. Dryland both of Wilton.

Parshall, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Henry Westlie, C. A. Peterson and Scott J. Hurst, all of Plaza.

Hamburg, N. D.—I am now mgr. for the St. Anthony & Dakota Elvtr. Co. at this station.—E. A. Harseim, formerly mgr. Amenia Elvtr. Co., Sutton.

Hazelton, N. D.—Work on the new 40,000-bu. elvtr. of the Farmers Union Elvtr. Co. has been started and it is hoped to have the house completed by Sept. 1.

New Rockford, N. D.—The elvtrs. of the Monarch Elvtr. Co. and the Powers Elvtr. Co. burned April 11, have not been rebuilt.—J. C. Farmer, agt. Ely, Salyards & Co.

Sutton, N. D.—E. Swanson has succeeded me as mgr. for the Amenia Elvtr. Co. here.—E. A. Harseim, now agt. St. Anthony & Dakota Elvtr. Co., Hamburg.

Regent, N. D.—The Regent Co-operative Exchange has bot the elvtr. of the Regent Grain Co. and will not build a house as had been planned.—A. K. Moehn, mgr.

Ypsilanti, N. D.—I am now agt. for the Occident Elvtr. Co. at Fromberg, Mont. A. Jacobson has succeeded me here.—A. C. Lundby, formerly agt. Andrews Grain Co.

Kuroki, N. D.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators Erick Sannes, Westhope; F. H. Kunkel, Kuroki, and Hector McLean, Antler.

Dore sta. (Fairview, Mont. p. o.), N. D.—Officers of the Farmers Elvtr. Co. are Ben Doyle, pres., and C. G. Johnson, sec'y. The company operates a 30,000-bu. elvtr.

Buchanan, N. D.—E. A. Holm has returned from South Dakota and is again agt. for our company here.—L. F. Northup, agt. North Star Grain Co., Parkhurst (Jamestown p. o.).

Glen Ullin, N. D.—Glen Ullin Elevator Co., incorporated; capital \$10,000. Leinard Lidstrom, Peter Kastues, M. Hermes, incorporators. The company will build a \$10,000 elvtr.

Lark, N. D.—The Lark Equity Exchange incorporated; capital stock \$10,000; L. A. Haven, J. Lawler and G. Roberts of Lark, and Z. A. Rupert, and M. Flinn of Carl incorporators.

Rugby, N. D.—C. W. Jennison, of the Williston Mfg. Co., Williston, and owner of the Rugby Mfg. Co., has bot the elvtr. of the Winter-Truesdell-Ames Co. and now has two elvtrs. here.

White Spur, (no p. o.), N. D.—The Woodworth Elvtr. Co. is moving its elvtr. from Gardena to this station which is 4 miles east of Kramer.—J. F. Naumann, agt. Farmers Elvtr. Co., Kramer.

Regan, N. D.—A. B. Greenfield is mgr. for the Andrews Grain Co. here. There has been some talk of a farmers company here but nothing definite has been done this season.—F. C. Poseley, Agt. Wilton Merc. Co.

Sawyer, N. D.—The elvtr. of the Minnetonka Elvtr. Co. at this point has been wrecked and the material taken to Glenfield where it will be used in constructing a new elvtr. T. E. Ibberson is doing the work.

Hamburg, N. D.—The St. Anthony & Dakota Elvtr. Co. has nearly completed a 25,000-bu. elvtr., equipped with an 8-h.p. Fairbanks Engine, 16 ft. Fairbanks dump scale and a Fairbanks Hopper Scale. E. A. Harseim.

Eldridge, N. D.—I am agt. for the Powers Elvtr. Co.—The Occident Elvtr. Co. is building new coal sheds and will handle fuel in connection with the grain business. J. R. Merrill is agt. for it.—C. W. Knapp.

Kramer, N. D.—Our officers are E. M. Kromrey, pres., Otto Kretschmar, sec'y and I am mgr.—J. F. Naumann, Farmers Elvtr. Co. The report that P. S. Luecks, of Russell, was mgr. for the farmers company was incorrect.

Wing, N. D.—We have bot the elvtr. of the Davis & Wilkinson Elvtr. Co. I am pres. of the company, Wm. McClerky, vice-pres., Dell Wilkinson, treas. and R. W. Wilkinson, mgr.—G. A. Bardsley, pres. Wing Farmers Co-operative Ass'n.

Rival sta., (Columbus p. o.), N. D.—The elvtr. struck by lightning, July 9, belonged to the Minnetonka Elvtr. Co. There was no grain in the elvtr. at the time. I do not think it will be rebuilt.—M. A. Westrum, agt. Northland Elvtr. Co.

Ray, N. D.—The Victoria Elvtr. Co. is building a 2,500-bu. addition to its elvtr. The addition will be on a concrete foundation. The company will also build additions to its elvtrs. at Tioga and Wheeler. C. E. Bird is doing the work here.

Grace City, N. D.—We have incorporated as the Grace City Co-operative Elvtr. Ass'n and have taken over all the property and business of the Equity Elvtr. & Trading Co. Our officers are the same as those of the old company.—H. C. Barber, mgr.

Mott, N. D.—The recently incorporated Mott Equity Exchange has bot the elvtr. of the Empire Elvtr. Co. and now has an elvtr. on the Nor. Pac. and one on the C. M. & St. P.—A. K. Moehn, mgr. Regent Co-operative Equity Exchange, Regent.

Adams, N. D.—The elvtr. of the Farmers Elvtr. Co. burned Aug. 8. The fire is believed to have been due to a bolt of lightning that struck the elvtr. altho the blaze was not noticed until 2 hours after the storm had passed. The fire was beyond control when discovered.

Mantador, N. D.—The Farmers Elvtr. Co. has bot the coal house of the Dvorak Haen Co. and will handle all kinds of coal. Geo. Hektner is ass't buyer. The snow-bird shippers' loading platform has been repaired. We have remodeled and repaired our elvtr. It has also been painted.—H. A. Jacobs, agt. Atlantic Elvtr. Co.

Brinsmade, N. D.—The elvtr. of the Farmers Elvtr. Co. was closed by foreclosure proceedings and has been wrecked. Part of the material was sent to Harlow and will be used for the elvtr. of the recently incorporated Farmers Elvtr. Co. The rest of the elvtr. was sent to Tilden, (Ramsey p. o.), where I am building a house.—E. Bussbarth.

Flasher, N. D.—The Flasher Equity Exchange has been organized with a capital stock of \$15,000 and has taken over the elvtr. of the Flasher Grain Co. The house was built last year and has a capacity of 40,000 bus. Officers of the new company are I. M. Hasson, pres.; E. J. Sawtell, vice-pres.; and C. W. Peterson, sec'y-treas. A. Pohitski is mgr.

Abercrombie, N. D.—The Abercrombie Roller Mills & Elvtr. Co. formerly owned and operated by C. W. Westerson, has been incorporated under the name of Abercrombie Mill, Grain & Electric Light Co., with C. W. Westerson, C. A. Myron and C. B. Gray incorporators. The capacity of the plant will be increased, and an electric light plant added. Mr. Westerson has been in the milling business in Minnesota for many years, both at Fairbault and Hastings, and under his management the new enterprise should meet with success.—Levi W. Westerson, sec'y.

Arthur, N. D.—I. S. Roberts, agt. for the St. Anthony & Dakota Elvtr. Co., for 8 years is now ass't mgr. of the Farmers Elvtr. Co. Victor F. Sunwall who has been buying for the Hunting Elvtr. Co. at Pemberton, Minn., and for The Farmers Elvtr. Co. at Buffalo N. D. has succeeded Mr. Roberts with The St. Anthony & Dakota company at this station.—G. Burghum, agt. Northwestern Elvtr. Co.

Baldwin, N. D.—August E. Johnson and Carl Klien have sold their elvtr. to the Farmers Union, whose officers are E. A. Fricke, pres., and Henry Rupp, vice-pres. They will buy grain and sell coal, flour and feed.—We have built a new machine warehouse and are handling farm machinery. We have also repainted and overhauled our elvtr. and now have a fine plant with everything in first class shape.—Percy Freeman, agt. Baldwin Grain Co.

Bismarck, N. D.—The following amendment to the state constitution has been passed by the 12th and 13th legislative assemblies, and will be submitted to the state electors at the general election Nov. 3: The legislative assembly is hereby authorized and empowered to provide by law for the erection, purchasing or leasing and operation of one or more terminal grain elvtrs. in the state of North Dakota, to be maintained and operated in such manner as the legislative assembly shall prescribe, and provide for inspection, weighing and grading of all grain received in such elvtr. or elvtrs.

Fargo, N. D.—Judge Pollock in the district court Aug. 20 decided that the books and records of accounts of the Equity Co-operative Exchange must be submitted for examination to J. E. Greenfield, Samuel Crumpton and Fred Schmidt of Superior, Wis., stockholders, who brot suit against the officers when denied their privilege. Plaintiffs have a claim of \$1,870 against defendants. When the case came to trial defendants asked a postponement to October, but this the court denied. Defendants offered testimony that the Chamber of Commerce was in a conspiracy against the Equity Exchange, but the court held that the presumptions of law are in favor of the honesty of a transaction, especially as the Chamber was not a party to this suit and was not represented by counsel. J. M. Withrow, attorney, of Moorhead, Minn., representing the plaintiffs, was assaulted on the street by Geo. S. Loftus, sales manager of the Exchange. Loftus knocked Withrow twice to the ground. Magnus Johnson of Kimball, Minn., pursued and slapped the face of another man identified with the plaintiffs, but was restrained by the bystanders from further demonstrating his pugilistic skill.

OHIO

Claiborne, O.—I have installed a new feed grinder in my elvtr. here.—W. H. Perry.

Cleveland, O.—The elvtr. of the Union Elvtr. Co. is reported to have burned July 31.

Marion, O.—The Miller Bros. Grain Co. has bot the elvtr. of A. W. Baxter. F. R. Miller will be mgr.

Mansfield, O.—The Goemann Grain Co. will beautify the grounds about its office with shrubs and trees.

Lucas, O.—The warehouse of F. A. Perry, containing 1,500 bus. of wheat, burned July 27. The house will be rebuilt at once.

London, O.—The elvtr. of A. Tanner & Sons was recently threatened by fire when sparks from a passing engine set fire to a shed near the house.

Fostoria, O.—P. J. Flynn, formerly with the Canadian Cereal & Flour Mills Co. of Toronto, Can., is now supt. of the Harter Flour Mills at this point.

Liberty Center, O.—The plant of Harvy Hettesheimer, which burned at 12:25 a. m., Aug. 14, consisted of a mill only. There was no elvtr. as has been reported. The loss was \$15,000 with \$8,000 insurance.

New Hope (Campbellstown p. o.), O.—We are building an addition to our elvtr. at this station and will use it for feed.—J. M. Armacost. Richards Bros. & Co.

Waverly, O.—We will rebuild the wing of our plant burned July 25, but have not decided as to what kind of a house we will put up. Our loss on the building, stock and machinery is about \$5,000.—Pee Pee Mlg. Co.

North Baltimore, O.—The Rockwell Flour Mill, G. G. Rockwell, prop., has been remodeled. New machinery, including a cleaner of 1,200 bus. per hour capacity, has been installed in the elvtr. and mill. The plant was closed for 3 weeks.

Oak Harbor, O.—The Oak Harbor Co-operative Co. incorporated; capital stock of \$25,000 by F. H. Mylander, P. Gulay, H. F. Peters, W. Hyde, F. W. Zarn and F. H. Surhbier. The company has taken over the elvtr. of the Oak Harbor Hay & Grain Co.

Magnetic Springs, O.—The burglars who entered my elvtr. July 30, succeeded in destroying the combination on the safe and secured about \$30 in change. I went to lodge that night and left the money there. I have installed a new feed grinder and have cemented our basement here.—W. H. Perry.

Washington C. H., O.—We are moving our elvtr. from railroad ground back on our own property. We will install motors and will operate by electricity instead of steam. We will also overhaul the house and machinery, installing some new machines and putting the equipment and elvtr. into first-class shape.—S. W. Cissna & Son.

Kingston, O.—The Kingston Grain & Mill Co. has petitioned the courts to allow it to pay to the court \$1,306.23, which is money due for wheat bot by the company from John Hays, a tenant of C. Short and Mr. Seip, who allege that Hays had no right to sell the grain as both state they have a chattel mortgage on it. The grain company wants to get out of the controversy by letting the court hold the proceeds until the decision as to whom it belongs is made.

Blanchester, O.—Chas. Dewey of Leesburg, vice-pres. of the Dewey & Bros. Co., was instantly killed at midnight, Aug. 13, when the automobile in which he was riding with 4 companions was struck by a B. & O. passenger train on a crossing in Highland. The 5 men were returning from a lodge meeting at Hillsboro and as the automobile reached the crossing it stalled on the track. The engineer was unable to stop the train in time and struck the machine with terrible force. Two of Mr. Dewey's companions were also killed and the two others are so seriously injured that little hope is entertained for their recovery. The automobile belonged to Mr. Dewey and he was driving it at the time of the accident. Mr. Dewey was 40 years old and had been mgr. of the Dewey Bros. mill at Leesburg for the last 13 years. He was well known and will be sincerely mourned by his associates in the grain trade. He is survived by his bride, three brothers, J. S. Dewey, pres. of the company, L. W. Dewey, gen. mgr. Ralph L. Dewey; five sisters, Mrs. O. C. Miller of Trebeins, where the company recently sold its mill and elvtr, Mrs. Roose of Cincinnati, Mrs. Heller of Chillicothe and Mrs. Greenfield and Gainson of this city; and his mother.

CINCINNATI LETTER.

Cincinnati, O.—S. A. Van Horn has applied for membership in the Chamber of Commerce.

John Marksberry, of Williamstown, Ky., has applied for membership in the Chamber of Commerce.

The Hay & Grain Exchange of the Chamber of Commerce has adopted resolutions favoring the Moss Bill.

Edward C. Terril, of Early & Daniel, is wearing an extra broad smile these days, owing to the arrival of twins, a boy and a girl, at the Terril home a few days ago.

OKLAHOMA

Blackwell, Okla.—We have discontinued our partnership.—Vanderburgh & Hays.

Marshall, Okla.—I have leased my elvtr. to the Simonds-Shields Grain Co.—J. C. Pearson.

Alva, Okla.—Crowell Bros. are building a new grain office at the elvtr. New coal sheds will also be built.

La Verne, Okla.—The loss on our elvtr. burned July 18, was \$1,750 partly covered by insurance. The house contained 1,300 bus. wheat.—Gage Roller Mills.

Enid, Okla.—I am now located here.—Wm. Truitt, formerly mgr. and part owner Alexander Grain Co. at Roosevelt.

Enid, Okla.—The organization of the new scale inspection department of the Oklahoma Grain Dealers Ass'n has been completed, and the work is being conducted under the supervision of G. L. Godfrey, official scale inspector.

Weatherford, Okla.—We have taken over the Citizens Mill & Elvtr. Co. and the two companies are now the same. J. W. Maney is pres. and Jno. Maney vice-pres. and treas. of the company.—Weatherford Mlg. Co., J. L. Heffy, sec'y.

Weatherford, Okla.—The recently incorporated White-Lockstone Grain Co. is merely an extension of the White Lbr. Co. and the officers of the new company are the same as of the old, with the addition of R. L. Lockstone as vice-pres. and mgr. Harvey White is pres. and I am still treas.—J. P. White.

Tyrone, Okla.—As I was unable to leave my home in Highland, Kan., on account of the serious illness of my wife, my father-in-law, W. R. Smith, of Effingham, came here in my place and will stay as mgr. until the position is filled by the Tyrone Equity Co.—E. P. Lowe, Highland, Kan.

OREGON

Ballston, Ore.—The grain warehouse and elvtr. owned by J. Secrist burned recently; loss \$6,000.

Lents, Ore.—I am out of the grain business at present.—Frank Thomas, formerly traveling representative for M. H. Houser.

Hay Canon (Klondike p. o.), Ore.—The Independent Warehouse & Mlg. Co. of Wasco has bot the grain warehouse of Kerr-Gifford & Co. at this point.

Perrydale, Ore.—The Perrydale Flouring Mill Co. has built a 24x30 ft. addition to its oat house. The company has received 35,000 bags so far this season. Last year the company used 50,000 bags.

Imbler, Ore.—The plant of the Imbler Flouring Mill Co., including a 90,000-bu. elvtr., mill and warehouse, burned Aug. 16; loss \$125,000; half covered by insurance. The elvtr. contained 70,000 bus. of wheat and the mill 3,000 bbls. of flour. It was owned by Kiddle Bros. and the plant will probably be rebuilt at once.

Portland, Ore.—It is now believed that the recent dock fires in which grain dealers have suffered severely have possibly been of incendiary origin, as a piece of oil soaked waste was found in a mass of burning debris, Aug. 6, floating near the dock of the Pacific Coast Elvtr. Co. which is next to the Oceanic dock burned July 5 and is near the Columbia Dock, No. 2, burned June 3 and Montgomery Dock No. 1 and Columbia Dock No. 1 burned Mar. 12. A local yardmaster discovered the last blaze about 10 a. m. as he was checking cars for the elvtr. company. He notified Supt. Brush who succeeded in extinguishing the fire at once. Pieces of 2-in. lumber, 10 ins. wide were ablaze in the floating pile. Mr. Brush said: "In 10 min. the dock would have been on fire and then nothing could have saved the elvtr., as it is very dry around it." Thoroly convinced that there is a plan afoot on the part of one or more persons to burn Portland's grain storage facilities, those in charge of the docks are maintaining a strict watch.

Weston, Ore.—The Weston Warehouse Co. incorporated; capital stock \$5,000. S. J. Culley, pres.; G. W. Winn sec'y and J. M. Bannister treas., officers and incorporators. The new company has taken over the warehouses of Kerr-Gifford & Co. here and at Downing sta. (Weston p. o.).

Portland, Ore.—The Portland Merchants Exchange Ass'n held its annual meeting, Aug. 11, and elected the following officers: D. A. Pattullo, pres.; A. Berg, vice-pres.; A. Cohn, sec'y-treas. As this market has become one of the largest, if not the largest, wheat market on the coast, it was decided to reorganize the exchange and to take a more active part in the grain trade. Daily sessions will be held from 11:30 a. m. to 12 and only cash deals will be transacted on the floor. The following grain firms were interested in the reorganization: Balfour, Guthrie & Co., Kerr, Gifford & Co., M. H. Houser, Portland Flouring Mills Co., A. Berg, Albers Bros. Mfg. Co., Northern Grain & Warehouse Co., Globe Grain & Mfg. Co., J. H. Klosterman, Campbell-Sanford-Henley Co., Pacific Coast Elvtr. Co., C. E. Curry & Co., T. M. Stevens & Co., Mitsui & Co., Golden Rod Mfg. Co., Suzuki & Co., W. R. Bogot & Co., Stevens-Smith Co., and Tri-State Terminal Warehouse Co.

PENNSYLVANIA

Pittsburgh, Pa.—James A. McCaffrey, of the Dan'l McCaffrey & Sons Co., is slowly but surely recovering from a 7 weeks siege of illness and expects to be on duty by Sept. 1.

PHILADELPHIA LETTER.

The new floating elvtr. for the Philadelphia Harbor Transfer Co. has been completed and as soon as the machinery is installed will be put into service.

Treas. Beatty of the Commercial Exchange is still confined to his home by illness and grave fears are felt for his recovery. He has been ill for several months and at present does not seem to show any improvement.

Philadelphia, Pa.—Insurance rates for all grain in Elvtr. B. at Girard Point will be the same as the rate at the big Penna. Ry. Co.'s Elvtr., 25c per \$100, according to a recent announcement by the Girard Point Storage Co. The rates are in effect now and are paid by the grain man.

Sidney Street is again to be seen on the grain floor of the Commercial Exchange and is being congratulated by his many friends on his recovery from a severe illness that kept him away from 'change for many days. He is a director of the exchange.

SOUTH DAKOTA

Corsica, S. D.—H. Bordewyk is now mgr. for Booher & Thomas.

Plana, S. D.—Wallace Smith is again mgr. for the Farmers Elvtr. Co.

Bonilla, S. D.—Leslie Miller, of Virgil, is now mgr. for the Columbia Elvtr. Co.

Fedora, S. D.—E. S. Jones, of Artesian, is now mgr. for W. Z. Sharp here.

Manchester, S. D.—I have succeeded Mullegan & Bjornson.—G. B. Bjornson.

Selby, S. D.—I am now mgr. for the Victoria Elvtr. Co. at this station.—Robt. Abel.

Elk Point, S. D.—Chas. Gill has succeeded L. N. Lewison as mgr. for the Farmers Elvtr. Co.

Fulton, S. D.—Bert Elliott is assisting C. S. Welch at the Hubbard & Palmer Co.'s Elvtr.

Butler, S. D.—The Farmers Elvtr. Co. has been granted authority to sell stock in the company.

Houghton, S. D.—I have succeeded C. E. Griffith as mgr. for the Farmers Elvtr. Co.—M. Jones.

Marion, S. D.—The old flat house, which was converted into an elvtr. and known as the Bassett & Hunting Elvtr., is being wrecked.—H. E. Reed, agt. South Dakota Grain Co.

Garretson, S. D.—We have wired our house for lighting.—F. A. Nickel, agt. Thorpe Elvtr. Co.

Marion, S. D.—I am now agt. for the South Dakota Grain Co.—H. E. Reed, formerly at Canton.

Burbank, S. D.—A gasoline engine and tank have been installed in the elvtr. of the Farmers Elvtr. Co.

Herreid, S. D.—O. A. Olson has bot our elvtr. here.—Stair, Christensen & Timerman, Minneapolis, Minn.

Plana, S. D.—Tom Rowlands will be mgr. for Burnett & Griffith who recently bot the elvtr. of the Cargill Elvtr. Co.

Huron, S. D.—I am out of the grain business, having sold out to the Huron Mfg. Co.—S. J. Smith, Sioux Falls.

Gettysburg, S. D.—Guy Chadsey is mgr. of the elvtr. of the Eagle Roller Mills Co. at this point. The house has just been opened.

De Smet, S. D.—The 45,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed by the Younglove Constr. Co. which had the contract.

Beresford, S. D.—Ed Lamberton, mgr. for J. T. Scroggs, has resigned and is now mgr. for the Farmers Elvtr. Co. at Hawarden, Ia.

Firesteel, S. D.—I have nearly completed my 20,000-bu. elvtr. The equipment will include a Fairbanks Morse Oil Engine.—Frank Peterson.

Conde, S. D.—E. M. Whiting, formerly agt. for G. W. Van Dusen & Co. at Northville, is now mgr. for the Western Elvtr. Co. at this station.

Lebanon, S. D.—W. J. Breene of Gettysburg is now buyer for the Atlas Elvtr. Co.

Lane, S. D.—Max Wetzel is now mgr. for W. Z. Sharp at this station.

Rosholt, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Osborne-McMillan Elvtr. Co. here. B. Jork is mgr.—O. A. Johnson, agt. Miller Elvtr. Co.

Grover, S. D.—John Ruby has succeeded me as mgr. for the Northwestern Elvtr. Co. at this point.—Ben L. Foster, mgr. for the same company at Ihlen, Minn.

Bowdle, S. D.—The Bowdle Farmers Union Equality Co. incorporated; capital stock \$25,000; incorporators Wm. Houpt, C. Mueller, G. Goetting and J. J. Miller.

Dalberg Siding (Claire City p. o.), S. D.—The new elvtr. of the Farmers Elvtr. Co. is going up rapidly and will soon be ready for business. The Younglove Constr. Co. has the contract.

Hoven, S. D.—The elvtr. of the Hawkeye Elvtr. Co. has been opened with M. P. Gaden as agt. J. H. McLaughlin is mgr. for the Pacific Elvtr. Co.—J. H. Snell, agt. Eagle Roller Mills Co.

Pierre, S. D.—The office of G. W. Van Dusen & Co. was entered by burglars, July 31, and a number of old coins belonging to a collection were taken. The coins taken were of considerable value.

Langford, S. D.—I have bot an interest in the elvtr. of Wm. Roberts and will be mgr. I will not manage the elvtr. of the Brown County Farmers Elvtr. Co. Erick Aspen is mgr. of it.—Jacob Palmquist.

Lemmon, S. D.—The recently incorporated Farmers Equity Exchange has bot the elvtr. of the Geo. C. Bagley Elvtr. Co. Mgr. Shortridge of Thunderhawk is in charge. The price paid was \$5,000.

Andover, S. D.—It is reported that one of the elvtrs. here was recently set on fire, but the blaze was discovered and put out before any damage occurred. Waste soaked with kerosene was found under the floor.

Frankfort, S. D.—Ed Lindgren has bot the Northwestern flat house and has remodeled it. He is conducting an independent grain business. I have succeeded him as agt. for G. W. Van Dusen & Co.—Arthur Bunnell.

Aberdeen, S. D.—The Continental Grain Co. incorporated; capital stock \$250,000; I. C. Doane, and W. H. Murfin of Edgeley, N. D., and W. G. Eakins of Aberdeen incorporators. The company will operate here and at Edgeley.

Letcher, S. D.—The elvtr. of the Farmers Elvtr. Co., recently purchased from the Crawford Grain Co., was struck by lightning Aug. 21 and burned to the ground; loss \$4,000; insurance \$3,000. There was no grain in the elvtr.

Canton, S. D.—The Farmers Elvtr. Co. is now in possession of the elvtr. recently purchased from the South Dakota Grain Co. The company has put its elvtr. in first class shape.—H. E. Reed, mgr. for the South Dakota Grain Co. at Marion.

Leola, S. D.—W. C. Kagel, formerly mgr. of the Leola Equity Union, is now mgr. for Regan & Hooper and J. W. Wallrich has succeeded him with the union.—The Equity Elvtr. has been overhauled and a new outside scale has been installed.—E. W. Langer, agt. Pacific Elvtr. Co.

Plankinton, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of A. A. Truax and J. A. Johnson has sold his elvtr. to J. H. Rowe, but it is closed.—The Plankinton Roller Mills have been sold to J. H. Mayclin and Chas. Bliss is mgr.—The Farmers Elvtr. Co. operates two houses here.—C. A. Earl, agt. Carl Furchner.

Kadoka, S. D.—The elvtr. and several buildings of the Kadoka Grain Co. burned July 31; loss \$16,000. The elvtr. contained \$1,600 worth of grain at the time of the fire. The house will be rebuilt at once.

Andover, S. D.—The Farmers Elvtr. Co. has filed a petition in bankruptcy, scheduling unsecured liabilities amounting to \$32,855 and assets of only \$7,864, a large part of which is personal property.

Egan, S. D.—We have just completed a 30,000-bu. elvtr. covered with corrugated sheet iron. The new house is 28x35 ft. and 75 ft. high, and is equipped with 3 electric motors of 25-h.p. and an automatic scale in the basement. On the first floor are two legs, cleaner, scale and feed mill. There are 13 bins. We also have a large office and feed and flour warehouse. The elvtr. replaces the two old elvtrs. built in 1879.—F. M. Tusia Grain Co.

Parkston, S. D.—The South Dakota Elvtr. Co. has wrecked and rebuilt 3 of its elvtrs. The elvtr. in this city was moved to Beardsley sta. (Parkston p. o.). The new house here is partly of cribbed construction 24x29 ft. and covered with galvanized iron. The elvtr. at Alexandria has been moved to Cuthbert where an elvtr. 24x27 ft., up-to-date in every way, is being built. It will be ready for the new crop. The other elvtr. was the one at Woonsocket, which was rebuilt at the same station, the new house having 40 ft. of cribbing. The machinery includes a cleaner and all other up-to-date elvtr. equipment.

SOUTHEAST

Mobile, Ala.—The government grades have been adopted by the grain dealers at this market.

Milton, Fla.—S. G. Collins will install a corn shucker and sheller of 100-bu. capacity per hour.

TENNESSEE

Nashville, Tenn.—Dixie Grain & Hay Co., incorporated; capital stock \$15,000; incorporators, W. H. Worsham, G. C. Means and O. T. Behne.

Memphis, Tenn.—H. Jacobs has closed out his brokerage business in the Randolph Bldg. and Ernest Wheeler will take care of a part of the grain accounts.

Morristown, Tenn.—The Morristown Flour Mills, Inc., have taken over the plant of J. S. Reed, who died Aug. 1. Mr. Reed had been in business here for over 20 years. F. A. Win is vice-pres. and mgr. of the new company and I am treas.—J. O. Win.

TEXAS

McKinney, Tex.—E. W. Killian of Wylie is now stenographer and bookkeeper for the Browne Grain Co.

Denison, Tex.—Ashby Woodson, formerly with the Stowers Grain Co. at Ft. Worth, is now mgr. for the Denison Mill & Elvtr. Co.

Longview, Tex.—J. A. Davis, former mgr. for the Longview Mill & Elvtr. Co., has moved to middle Texas.

Higgins, Tex.—The Panhandle Grain Co. has let contract to C. C. Godfrey for elvtrs. at White Deer, Hanover sta. (Pampa p. o.), and Kings Mill (Pampa p. o.).

Kings Mill (Pampa p. o.), Tex.—The C. B. Cozart Grain Co. is building a 6,000-bu. elvtr. here. It will be equipped with a 3-bu. scale, controllable dump and 6-h.p. Fairbanks Engine. C. C. Godfrey has the contract.

Texas City, Tex.—J. B. Stevenson, for 9 years with the Illinois Grain Inspection Dept. is chief grain inspector here. The Texas City Elvtr. has been overhauled and put into first class condition. It has a capacity of 500,000 bus.

Longview, Tex.—The Palestine Grain Co. of Palestine has taken over the plant of the Longview Mill & Elvtr. Co., including a 50,000-bu. elvtr. and will operate it as the East Texas Mill & Elvtr. Co. with John L. Smith as mgr. The plant is an up-to-date corn and feed plant with automatic scales and modern machinery inru-out.

Ft. Worth, Tex.—The Burrus Mill & Elvtr. Co. has recently completed its new tank storage addition. The 6 tanks are 21 ft. in diameter and 34 ft. high. They are built of reinforced concrete and are surmounted by a galvanized iron cupola. There are 2 interstice bins and 2 end pocket bins, making 10 in all, with a capacity for 150,000 bus. All bins have a 16x16 in. manhole. Twenty-four inch conveyor belts are used.

WASHINGTON

Revere, Wash.—The Farmers Union Elvtr. & Warehouse Co. has increased its capital stock from \$3,500 to \$15,000.

Benge, Wash.—B. Hedberg is mgr. for the Pacific Coast Elvtr. Co. and I am mgr. for the Lantz Warehouse Co. No other companies here.—Chas. H. Kent.

Moody sta. (Irby p. o.), Wash.—We have organized our company and have bot out the McDonald Hale Co. We built an elvtr. to handle loose grain on the Warden branch of the C. M. & St. P. R. R.—Conrad Lenhart, mgr. Moody Farmers Warehouse Co.

Seattle, Wash.—The Stephens Smith Grain Co. has succeeded Stephens Smith & Co. at this market and at Spokane. New offices have also been opened at Portland, Ore., and San Francisco, Cal. New members of the company are T. W. Smith, E. L. Smith and R. J. Patterson, of Patterson, Smith & Pratt. The office in this city will be in charge of Geo. W. Smith. R. J. Stephens will be mgr. at Spokane, E. J. Patterson at Portland and T. W. and E. L. Smith at San Francisco.

Marcellus, Wash.—The White-Dulany Co. of Seattle has built elvtrs. here and at Lauer (Packard p. o.) and Moody (Ruff p. o.). The houses are on a branch of the C. M. & St. P. between this station and Warden. They are equipped for bulk grain and the machinery includes wagon dump scales, bucket elvtrs., hopper scale and gasoline engines. The grain is conveyed from the bottom of the dump scales to boot on bucket elvtr. by screw conveyors. The elvtrs. are of wood covered with galvanized iron siding and roof. The Brinkley Supply Co. had the contract.

WISCONSIN

Chippewa Falls, Wis.—I am now located at this point.—John J. Black, owner of elvtr. at Durand.

Sheyboygan, Wis.—The C. & N. W. Ry. Co. has just completed spur tracks to the elvtrs. of Schultz Bros.

Green Bay, Wis.—Chas. Quackenbusch has bot the elvtr. of Emil Hautebrook. He has been operating it under lease.

Rice Lake, Wis.—I am building an elvtr. and feed mill, 36x48 ft. and 62 ft. high. It will have a capacity of 25,000 bus.—E. Craite.

Eau Claire, Wis.—The Farmers Trading Co. with a capital stock of \$200,000 has been organized here to deal in grain and farm produce.

Portage, Wis.—R. B. Wentworth, in the grain business at this point and a member of the Milwaukee Chamber of Commerce since 1878, died Aug. 10.

Eau Claire, Wis.—Fire in the hay sheds of C. H. Bergman, at 4 p. m., Aug. 13, for a time threatened the elvtr. and adjoining property. The buildings were all saved.

Fond du Lac, Wis.—The Fond du Lac Malting Co. has elected the following officers: F. J. Ruepping, pres., L. A. Eckhart, vice-pres. and gen. mgr., and L. E. McKinnon, sec'y-treas.

Superior, Wis.—The repairs on Elvtr. X. which was unroofed by wind, May 25, have been completed and the house is again in first-class shape. A complete sprinkler system has also been installed.

Superior, Wis.—The Wisconsin Grain & Warehouse Com's'n, thru its local office, weighed 64,272,000 bus. of grain during the fiscal year, Aug. 1, 1913, to Aug. 1, 1914. The total handled during the past year shows a decrease of nearly 30,000,000 bus. compared with the record established in 1912-1913, when the com's'n handled in and out of Superior, 93,391,000 bus. The latter figure is a record for one year. Recently an examination of applicants for office was conducted and from that number extra employees will be chosen to help the regular force in the weighing depts.

MILWAUKEE LETTER.

C. P. Jones, a member of the Chamber of Commerce since 1862, died Aug. 12.

John H. Puelicher and J. L. Crittenden have been admitted to membership in the Chamber of Commerce.

Geo. H. D. Johnson, a member of the Chamber of Commerce since 1876, died Aug. 22. Mr. Johnson was well known to the grain trade and served his exchange as pres. in 1907-08. Mr. Johnson was for a number of years a partner of the E. P. Bacon Co., but has not been connected with the company for the last 5 years.

OBJECTION to the consideration of a grain warehouse and inspection provision together with a failure to get a quorum prevented the passage of the Smith cotton warehouse bill in the Senate Aug. 22. Senator Nelson raised the objection to the bill on the ground that an agreement had been made not to include grain. Senator Clapp then ordered a reading of the debate on grain elevators and inspection.

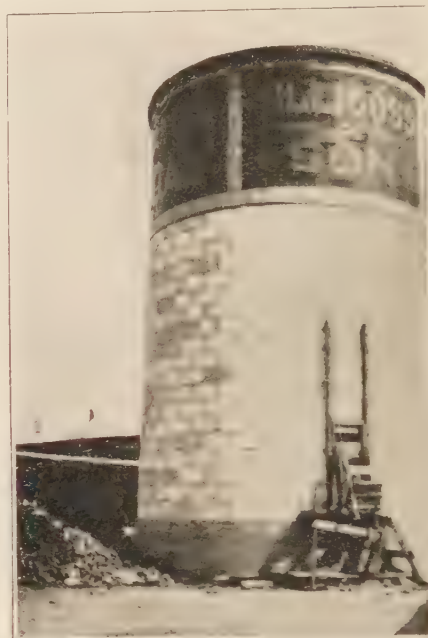
Books Received

COWPEAS AND SOY BEANS, a regular monthly bulletin by the Missouri State Board of Agriculture, includes Bulletin 172 by the Purdue University Agricultural Experiment Station at Lafayette, Ind., and a bulletin, Growing Cowpeas in Missouri, by M. F. Miller. It is a record of experiments and shows that these crops are both valuable for their beneficial effects upon soils. The cowpea is an especially good crop for rotation with corn, in many instances the latter crop being increased from 5 to 20 bus. per acre. Both plants are valuable for seed and in being grown for this purpose should be cut as soon as the pods are ripe. Where the cowpea is handled for seed it should not be planted too thick, the soil and variety being more important than the thickness of planting. In some cases the seeds are put in with a grain drill. The use of pea hullers is encouraged to decrease the cost of raising the seed. Cowpeas cannot well be kept over summer on account of weevil and so are sold close each season. The pea is produced in largest quantities in southwestern Missouri. The bulletin contains 10 engravings. It is free to all residents of Missouri by writing the Sec'y of the State Board of Agriculture, Columbia, Mo.

Something New in a Coal Bin.

For years the average grain dealer who handled coal, did not deem it necessary to provide any storage facilities for his surplus, but let it lay on the ground near the elevator until somebody wanted it. So many neighbors discovered their need of black diamonds after dark that the coal dealer by degrees found it would be necessary to make all deliveries direct from car or else provide burglar-proof bins.

Since then all kinds of material has been used in the construction of coal storage bins, and the latest is a coal



A Concrete Block Bin For Coal.

“silo,” recently discovered at Shelbyville, Ind. It is owned by Hiligoss & Son, and is constructed of concrete hollow blocks, reinforced by bands of steel on the inside. The bottom of the bin is filled with sand, up to the level of the wagon loading chutes.

The bin is 20 ft. in diameter and 34 ft. high. Coal is taken direct from cars to the bin by means of a link-belt elevator operated by a 5 H. P. electric motor. The cost of transferring coal from car to bin is said to average about 5c a ton, and to save 20 minutes on every wagon loaded with coal, as well as much time in unloading cars. The bin has storage capacity for 300 tons and cost \$1,000 complete. Grain dealers who handle coal as a side line may adopt this idea with profit.

OF the 540,000 bus. wheat shipped from Australia during the week ending Aug. 22, 380,000 bus. were sent to Africa.

BOY and girl prize corn producers are expected to visit the Panama-Pacific Exposition at San Francisco in a body as delegates to the National Top-Notch Farmers' Club next year. There are 9,000 boys and girls, each one of whom has produced a record-breaking acre of corn, running upward of 100 bus. to the acre. They have been appointed from every corn producing county in 33 states of the Union by the governor of the respective states. Each of the youthful Burbanks of the cornfields will exhibit 10 ears of corn produced by his own efforts.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

T. & P. quotes rates on corn from Westwego and New Orleans, La., to stations in Oklahoma, effective Sept. 2.

W. H. Hosmer's Sup. 34 to Circular 1-J gives rules, regulations and exceptions to classifications, effective Sept. 15.

Pa. Co. in Sup. 28 to F-414 quotes rates on grain and grain products from Pa. Co. points to Central Freight Ass'n territory, effective Aug. 25.

Mich. Cent. in Sup. 29 to 9078 quotes rates on grain and grain products from its stations and connections; to eastern cities and Canadian points, effective Aug. 15.

C. B. & Q. in Sup. 1 to G. F. O. 1921-D gives local and proportional freight tariff and switching charges between industries on the C. B. & Q. R. R. tracks, effective Sept. 1.

C. & N. W. in a special supplement to G. F. D. 11,019-G names rules and regulations governing the reconsignment of carload freight (not applicable on intrastate traffic in Nebraska) effective Sept. 16.

C. & A. in Sup. 35-B to 1604-A quotes rates on grain and grain products between Chicago, Ill., and Bloomington at 6.5c per 100 pounds, to Gardner, Ill., 5c per 100 and to Joliet, Ill., 4c per 100, effective Aug. 29.

Mich. Cent. in Sup. 2 to G. F. D. 9122-B amends the rules governing milling, mixing and malting in transit on grain, grain products and other commodities milled, mixed or malted at Buffalo, or Black Rock, N. Y., effective Sept. 1.

M. K. & T. in Sup. 4 to 4459-A quotes rates on grain and grain products from Chicago, Ill., and stations on the M. K. & T. R. R. in Mo., Kan., and Okla., to Fort Smith and Little Rock, Ark., and Memphis, Tenn., effective Aug. 31.

W. H. Hosmer's Sup. 35 to Circular 1-J suspends the tariff naming rules, regulations and exceptions to classification until Feb. 28, 1915. The tariff was originally suspended till Aug. 29 by order of the Interstate Commerce Commission.

C. & N. W. in Sup. 2 to G. F. D. 11-475-B quotes rates on grain and flaxseed between stations in Illinois and Wisconsin and stations in Minnesota, North and South Dakota, effective on Minnesota intrastate traffic Sept. 10 and other traffic Sept. 17.

S. N. W., S. C., and C. B. & Q. Rys. in a special supplement to S. N. W. 1 and C. B. & Q. 10-686-A quote joint rates on class and commodity freight between stations on the S. C. and S. N. W. Rys. and stations on the C. B. & Q. Ry., effective Aug. 1.

C. & A. in Sup. 15-A to 2-C suspends portions of supplement 14 to 2-C providing switching and other terminal charges also rules governing absorption of switching, drayage, and transfer charges applying at stations on the C. & A. Ry. until Nov. 28.

M. & St. L. in Sup. 17 I. C. C. B. 47 and Sup. 20 to 1590-B quotes rates on grain, grain products and seeds between stations in Illinois, Duluth, Minn., St. Louis, Mo., and Superior, Wis., also Keithsburg, Ill., and stations on the M. & St. L., effective Sept. 1.

C. B. & Q. in Sup. 11 to G. F. O. 6786-D quotes rates on grain and grain products from stations on the C. B. & Q. and C. A. & DeK. Rys. in Illinois, also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, and Mounds, Ill., Evansville, Ind., Cincinnati, O., and Paducah and Louisville, Ky., effective Sept. 8.

L. A. Lowry's Sup. 13 to 20-E gives terminal charges, rules and regulations from or to points within the Chicago District on out-bound and in-bound freight also rules governing intermediate service on freight passing thru the Chicago district, effective Sept. 1.

C. & A. in Sup. 35-C to 1604-A quotes rates on grain and grain products between Chicago or Joliet, Ill., and Peoria or Pekin, Ill., and East St. Louis, Ill., and Boyle, Clarke, King and Titus, Ill., at 10c per 100 pounds, 8.5c per 100 pounds and 7c per 100 pounds respectively, effective Aug. 1.

M. & St. L. in Sup. 2 to 1589-E quotes rates on grain and seeds from Minnesota points (when originating beyond) Chicago, Peoria, and East St. Louis, Ill., St. Louis, Mo., and other points (when originating beyond) to Minneapolis, Minnesota Transfer, and St. Paul, Minn., effective Sept. 1.

C. & A. in Sup. 9 to 1604-B quotes rates on grain and grain products between Chicago, Joliet, Pekin, and East St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., the C. & I. M., and the C. & N. W. Rys. in Illinois and St. Louis, Mo., and to Toledo, O., and Detroit, Mich., effective Sept. 10.

C. B. & Q. in Sup. 10 1/4 to G. F. O. 3592-C cancels supplement 10 1/2 applying on class and commodity freight between Chicago, Ill., and stations on the C. M. & G. Ry. With the supplement the effective date of supplement 10 to G. F. O. 3992-C is postponed on Illinois state traffic until further notice.

A. T. & S. Fe in a special supplement to 5655-U quotes rates on grain, grain products, hay, straw, and broomcorn from points in Kansas, Colorado (east of Colorado common points) and Oklahoma, also Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex. (when for export only), effective Sept. 1.

Mich. Cent. in Sup. 15 to G. F. D. 9073-A cancels supplement 11 and suspends rates on grain and grain products from stations on the Mich. Cent. R. R. to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Ont., Pa., W. Va., and Wisc., also from stations on the Mich. Cent. R. R. to Detroit, Mich., and Toledo, O., until Feb. 13, 1915.

C. & A. in Sup. 15 to 2-C suspends supplement 10 providing for switching and other terminal charges also rules governing absorption of switching, drayage, and transfer charges applying at stations on the C. & A. until Jan. 30, 1915, in compliance with orders issued by the Interstate Commerce Commission and Illinois State Public Utilities Commission.

C. B. & Q. in Sup. 10 to G. F. O. 6786-D quotes rates on grain and grain products from stations on the C. B. & Q. and the C. A. & DeK. Rys. in Illinois, also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, and Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah, and Louisville, Ky., effective Aug. 29.

C. B. & Q. in Sup. 1 to G. F. O. 3457-F and Q. O. & K. C. 112-G give miscellaneous general rules affecting freight traffic on the C. B. & Q., the I. & St. L., the Q. O. & K. C., the R. P. L. & N., and the T. & N. Rys., effective Sept. 1. The tariff includes reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars.

C. & A. in Sup. 9 to 1602-B suspends rates on grain and grain products from Kansas City, Mo., to stations on the C. & A. Ry. in Illinois and Indiana; in Sup. 8 to 1604-B on grain and grain products between stations in Illinois, also St. Louis, Mo., and stations on the C. & A. Ry. and connecting lines in Illinois; in Sup. 9 to 1581-C on grain from stations on the C. & A. Ry. to the Atlantic Seaboard; and in Sup. 6 to 1650-A on feed and grain from Peoria and Pekin, Ill., to stations on the C. & A. R. R. in Illinois and connecting lines until Jan. 30, 1915, by order of the Interstate Commerce Commission and Illinois State Public Utilities Commission.

C. R. I. & P. quotes a rate on wheat of 13c and on corn of 12c from Atchison, Leavenworth and Armourdale, Kan., Council Bluffs, Ia., Kansas City, Mo., Omaha, and South Omaha, Neb., and St. Joseph, Mo., to Cincinnati, O., Jeffersonville and New Albany, Ind.; and on wheat of 14c and corn of 13c to Louisville, Ky., when destined to southeastern or Carolina territory, effective Aug. 29.

M. & St. L. quotes a rate from Minneapolis, Minnesota Transfer, and St. Paul, Minn., (on shipments originating beyond) to Chicago, Chicago Heights, Lockport, Peoria, and Pekin, Ill., and Milwaukee, Wis., on barley, oats, corn, rye, spelt, and kafir corn 7 1/2c; buckwheat, brewers refuse, and gluten feed, 10c; flaxseed and milletseed, flaxseed hulls, and flaxseed screenings 10c; elevator dust, oat clips, oat chops, oat hulls and refuse 7 1/2c; grain screenings, malt, malt sprouts, and maltster's refuse 7 1/2c; and wheat (except buckwheat) 10c, effective Sept. 1.

A. T. & S. Fe., G. C. & S. Fe., L. & T., and K. S. W. Rys. in Sup. 15 to 5588-J suspend rates applying on grain, and grain products between points in Kan., Colo., Mo., Okla., and Superior, Neb., and Kansas City and St. Joseph, Mo., Atchison and Leavenworth, Kan., Chicago and Peoria, Ill., and Mississippi River points until Jan. 30, 1915. The tariff also affects the basis for making thru rates to or from Omaha, South Omaha and Lincoln, Neb., and Council Bluffs and Sioux City, Ia., and distance rates between stations in Kansas; stations in Oklahoma; and stations in Kansas, and Superior, Neb., and Joplin, Mo.

C. R. I. & P. in Sup. 15 to 27,537-B quotes joint and proportional rates on grain, grain products, and dried beet pulp from stations on the C. R. I. & P. and R. I. S. Rys. in Illinois, and Iowa to Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal, Quebec, Can., New York, N. Y., Philadelphia, Pa., Rochester, Syracuse and Utica, N. Y., and other eastern points, also on grain, grain products, flaxseed and hay from stations on the C. R. I. & P. Ry. in Ill., Ia., Kan., Minn., Mo., and Neb., to stations in Ill., Ind., Ky., N. Y., Ohio, and Pa., also on grain products from Atchison, and Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Lambert's Point, Newport News and Norfolk, Va., (for export), effective Sept. 19.

G. N. Ry. has made certain reductions in grain rates from Minnesota and South Dakota points to Chicago, Ill., and Milwaukee, Wis., effective Aug. 1. These changes were made on one day's notice. They are in cents per hundred pounds as follows: on wheat and coarse grain from Holloway, 16.3, 15; Appleton, 16.3, 15.1; Louisburg, 17, 15.2; Bellingham, 17, 15.3; and Nassau, Minn., 17.5, 15.4; Albee, 18, 16.5; La Bolt, 19, 17.5; Stockholm, 19, 17.5; South Shore, 19.5, 18.5; and Forrestville, S. D., 20, 19.5; Johnson, 17.1, 15.4; Graceville, 17.1, 15.6; Barry, 17.5, 15.6; Beardsley, 13, 15.8; Browns Valley, 18, 15.8; Lorne, 16, 15; Hanley Falls, 16.5, 15; Cottonwood, 16.5, 15.1; Green Valley, 17, 15.1; Marshall, 17.5, 15.2; Lynd, 17.5, 15.4; Russell, 18, 15.4; Florence and Ruthton, 18, 15.6; Holland, 15, 15.8; Pinney, 18, 15.8; Pipestone, 18, 15.9; Ihlen, 18, 16; and Jasper, Minn., 18, 16.

C. R. I. & P. in a recent tariff quotes a rate on wheat of 25 1/2c to Galveston from Bard, La. (for export); of 28c to Cuervo, N. M.; of 25c to Endee; of 27c to Hanley and Hudson; of 26c to Lesbia; of 27c to Logan; of 28c to Los Tanos; of 27c to Montoya; 28 1/2c to Narivisa; 27 1/2c to Newark; of 28c to Obar; of 27 1/2c to Sand Springs; of 29c to Santa Rosa; of 25 1/2c to San Jon, of 26 1/2c to Tucumari effective Sept. 12; on flour, bran, chop feed, grain screenings, oat hulls, oat dust and middlings of 17c to Lincoln, Neb., from Abilene and Enterprise, Kan.; and of 18c from McPherson, New Cambria, Salina, and Solomon; and on corn, linseed cake, and meal of 19c from St. Louis, Mo., and East St. Louis, Ill., (when originating at points beyond from which no thru rates are published) to Cashion, Okla.; and of 18 1/2c to Krebs, McAlester, Patterson Spur, Wilberton and Wister, effective Sept. 1.

Supply Trade

CHICAGO CALLERS: J. M. McGuire, Elvtr. Bkr, Campus, Ill.

KANSAS CITY, MO.—Robert Wiles, well known throughout the trade as a claim collector, died recently.

WINNIPEG, CAN.—Wm. H. Courtney & Co. are Canadian representatives of several lines of elevator machinery and equipment.

SILVER CREEK, N. Y.—The Huntley Mfg. Co. will hold its second annual picnic at Point Gratiot on Lake Erie, Aug. 29th. A special train has been engaged to take the picnickers to the grounds and return.

OMAHA, NEBR.—The Richardson Scale Co. has opened a branch office in this city under the management of H. G. Miller, assisted by T. G. Lewis and John Hageman. This office takes in the states of La., Mo., Nebr., Colo., Wyo., Utah, Ida. and Nev.

MINNEAPOLIS, MINN.—F. D. Zimmerman, special representative for the Huntley Mfg. Co., and a veteran mill man, died Aug. 14 of pneumonia. Interment was at Lakewood Cemetery beside his wife who died two years ago. He was 62 years of age.

MAROA, ILL.—“Since this company has come under the present management, we have pushed the sale of our loaders with gratifying success, with the result that our force is continually growing and our factory expanding. We have just recently purchased a heavy punch press and will later add three and four spindle drills and additional lathes, to meet the growing demand for our loaders.”—The Maroa Mfg. Co.

IN SPITE OF WAR excitement, the Hess Warming & Ventilating Co. is operating its factory over time with a full force and has been obliged to add considerable machinery to its plant for the purpose of taking care of its orders. The new outdoor grain conditioner is the source of considerable inquiry. Among recent buyers of this device are Railsback Brothers, Ashland, Nebraska; Taylor & Patton Co., Des Moines, Iowa, and J. W. Boyd Grain & Commission Co., Joplin, Mo.

NEW YORK, N. Y.—The Western Electric Co. has just issued three interesting booklets; “Sunny Monday,” showing the simple and thoro way in which the laborious duties of wash day are overcome; “Cords,” giving full information regarding telephone cords; “Magneto Telephones and Supplies,” listing only such standard telephone apparatus and supplies as are generally used by a telephone company using magneto equipment and having about 200 telephones or less. Any or all of these books will be sent to any of our readers upon request.

WHERE A TELEGRAM ordering machinery to be shipped to the sender is erroneously transmitted so that the dimensions of the machinery sent are materially changed so as to be of no value to the sender, the company is liable to the sender for damages sustained by reason of its breach of contract to correctly transmit the telegram and liable to the addressee in tort for damages. The measure of damages would be the difference between what the addressee had paid the makers of

the machinery and what it was worth on delivery to the sender. Such was the decision of the Supreme Court of Ala. in the trial of the Western Union Telegraph Co. v. Jackson Lumber Co.

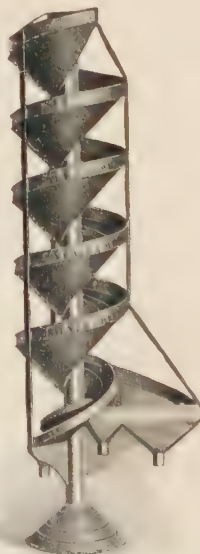
A Mustard-Saving Machine.

The fine screenings taken out of wheat, barley, oats and certain varieties of seeds by cleaning machines are a mine of wealth to the elevator operator who can make an additional separation. These fine screenings usually consist of broken and shriveled grains, grass seeds and sand, with a large percentage of wild mustard.

This mustard is used for specific purposes by certain industries and brings \$30 or more a ton in bulk, or roughly speaking a cent and a half a pound. Elevator men in general have not made any attempt to extract this mustard, chiefly because they did not know how to separate it or how to dispose of the seed. The S. Howes Co. is now offering the trade the ingenious device here illustrated.

This separator is a vertical helix of metal construction thruout and consists of three inclined spiral chutes of different diameters, placed one above the other. The principle on which it works is rolling gravity. The machine is automatic, requires no power and will work continuously day and night without attention after once being regulated.

The screenings are fed into the top of the separator. After receiving a preliminary cleaning, to remove large foreign matter and dust and immediately drop from the hopper upon a central chute. After passing downward a short distance, the mustard attains a velocity which causes it to roll from the central chute to the middle one, and a little farther down it jumps from the middle spiral to the outer chute, at the bottom of which a hopped outlet is provided for it. The other kinds of seeds being heavier and more or less round, roll out at the bottom of the middle chute. All remaining screenings, because of their light weight and irregular shape, travel in a comparatively slow-moving stream, hugging the central chute all the way down, and finally emerging at the bottom thru a spout. It will be noted that three distinct separations are made; namely, pure mustard; heavy round seeds; light screenings.



Mustard Seed Separator.

The Eureka Spiral Mustard Extractor is sold at such a moderate price that the manufacturers state it only takes about six weeks for the machine to actually pay for itself out of accrued profits. Anyone desirous of securing a market for his screenings will be given the fullest information on application to the manufacturers, The S. Howes Co., who will be glad to forward particulars of the machine and to give a list of mustard seed buyers to those who may desire it.

INDIA'S wheat shipments during the week ending Aug. 22 were completely cut off. During the same week last year her shipments were 936,000 bus., and during the week ending Aug. 15 were 304,000 bus.

RUSSIAN exporters oppose the new business contracts for oats shipped from the Baltic ports on the ground that they safeguard the interests of the English exporters exclusively. The Russians assert that the contracts contain a series of new rules extremely disadvantageous to them.

CARELESS HANDLING of Bs/L by country shippers is being complained of to Wichita brokers by exporters at Gulf ports. The exporters affirm that in many cases the Bs/L are signed only with a rubber stamp or in pencil. In some cases the car numbers are effaced and others inserted without proper authority. The railroads are refusing in many instances to accept the Bs/L.

A RESOLUTION charging that Kansas exporters and dealers in grain had bought wheat at 63c per bu. and sold it in Kansas City at 82½c and directing the Department of Commerce to make an investigation was defeated in the House of Representatives Aug. 19. Representative Mann, Republican leader of the House, objected to the resolution on the ground that there was already ample authority for such an inquiry.

JUTE BAGS in this country have advanced about \$30 per 1,000 since the outbreak of the European war owing to the fact that approximately all of the jute and burlap is imported. About 95 per cent is sent to this country by India in German vessels. Scotland which sends 5 per cent of the jute used is now quoting higher prices. Reports indicate that a vessel laden with jute for this country from India was confiscated on Aug. 7.

ARGENTINA'S corn shipments during the week ending Aug. 22 were 1,368,000 bus.; compared with 4,939,000 bus. for the corresponding week last year and 1,981,000 bus. for the week ending Aug. 15. Her shipments since Jan. 1 of this year have been 70,179,000 bus.; compared with 123,095,000 bus. for last year. Her wheat shipments since the first of the year have been about 35,434,000 bus., compared with 100,646,000 bus. for the corresponding period of 1913.

A BILL proposing the federal licensing and inspection of cotton warehouses may result in the same attitude of the government toward grain warehouses. Such a proposal on the part of Senator McCumber, leader of the grain inspection advocates has been acceded to by the cotton state senators. Senator Smith said the bill would soon be called up in the senate for action and that an amendment favoring the extension of the bill to grain inspection was favored for the reason that it would give the bill a national aspect.

Motor-Driven Attrition Mill.

For grinding corn and cob, shelled corn, oats, oat hulls, barley, screenings, buckwheat hulls, wheat or corn bran the attrition mill has become indispensable on account of its large capacity, ease of operation and small power required.

Large capacity is easily obtained with this style of mill, the grinding plates being in the form of disks face to face, having a large area of grinding surface. Operation is made easy in the improved Monarch Ball Bearing Attrition Mill, shown in the engraving, by making the parts accessible and removable, and by making the grinding plates of a metal so hard that frequent redressing of the surface is not necessary.

By the use of ball bearings it is claimed that 30 to 40 per cent of the power is saved. The bearings are absolutely dust-proof, require very little lubrication or other attention and are guaranteed for one year. Each Monarch Mill contains four of these bearings, and the wear comes not on these but on the arm plates and seal rings which can be quickly removed and replaced at small cost.

Every set of grinding plates is carefully fitted to templet and accurately balanced. The hard and tough metal plates are accurately ground on machines specially designed for the purpose.

The end thrust spring lying nearest to the end of the bearing is in constant compression of a sufficient degree to hold the runner heads together for grinding, but is capable of further compression, allowing the heads to part should any hard substance reach the surface of the plates. The safety spring, when operated on by the movement of the release lever at the end of the mill, causes the heads to separate and the mill may run empty in this manner without damage to the grinding plates.

The shaft of each runner head, being held in position by the inner ball races, and the outer ball races fitting into carefully machined pedestals, it is impossible for the heads to get out of line. This feature does away entirely with the time wasting, nerve racking, tramping nuisance. The mill is built with the bearings in absolute alinement and the absence of friction and wear and accurate machine work, enables them to stay that way, insuring a uniform product, allowing the miller to turn his attention to the care of other matters. An incidental saving, but one of no little consequence, was brought about by the lubrication of the ball bear-

ings thru compression grease cups, eliminating the use of oil entirely.

The motor-driven attrition mill is equipped with two direct connected motors especially designed for it and is a perfect modification of the belt driven mill, for those who use electricity as a motive power. It takes up a comparatively small amount of space, does away entirely with the use of belts, and transmission machinery in general, promotes cleanliness and has all the points of excellence and superiority of the belt driven machine.

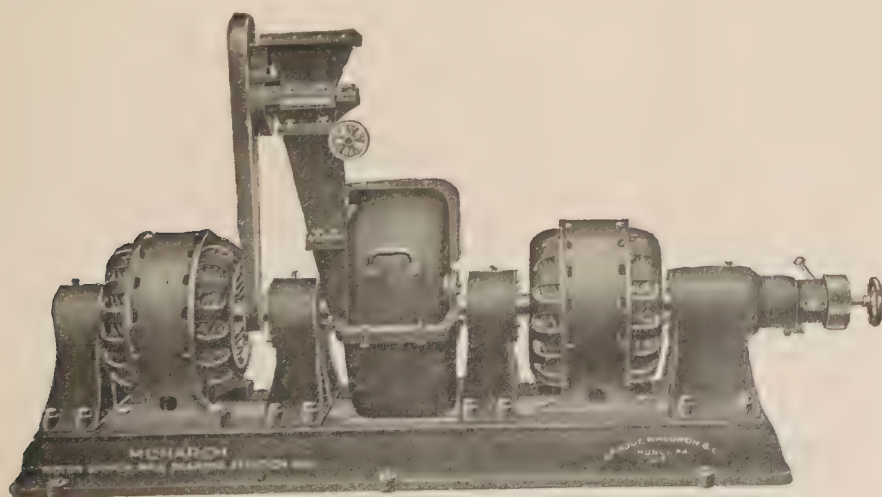
The electric motors used on these mills are not standard motors. They are specially constructed, very heavy machines, which enable the operator to receive much more power from same than can regularly be received from standard types of motors. The construction of these motors is special for the reason that special construction is necessary in order to regulate the distances between the plates on the mills the same as can be done on a belt driven machine for the various kinds of grinding that the customer might desire to do.

If the attrition mill at any time should require entirely too much power because of heavy capacity or exceptionally hard material getting in between the plates the machine shuts off automatically.

The feed spout of this machine is provided with a mechanically perfect and ingenious device for forcing the feed into the plates for grinding, which material may be exceptionally wet or material that will not readily feed, as for instance corn shucks or things of that character. It will handle wet grain as well as dry grain, large chunks of material, as well as small kernels of grain. It will be supplied with such type of feeder as may be required for whatever class of material is to be handled. The machine is guaranteed as regards to operation, and construction, both as regards to the mill and the motors.

The manufacturers of the original ball bearing attrition mill, Sprout, Waldron & Co., have issued a very interesting booklet describing the applications of ball bearings to their mills and the consequent savings accomplished for the users, which will be sent to readers of the Grain Dealers Journal on request.

I LIKE The Grain Dealers Journal best for its reliable grain news. I know of no reason for not taking the paper.—Frankton Grain Co., per E. A. Feight, Frankton, Ind.



In Time of War, Prepare for Business

New crop corn will soon be here, and if you are not equipped for testing, grading, and improving this corn, under the new Corn Grades, you will not receive its value.

The most important factor in handling corn, is the HESS GRAIN DRIER AND COOLER.

It takes a month or two to build a drier ready for use, and you should, therefore, prepare for it beforehand. We make nine sizes, suitable for all grain and seed, and adapted to mills and elevators of any capacity. Estimates and plans supplied on request.

We make also Moisture Testers, with glass or copper flasks; percentage scales, corn sieves, etc.

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Chicago Illinois

If you haven't had our large placard or celluloid pocket card, containing Federal Corn Rules, ask us to send you one or more. No charge.

Supreme Court Decisions

A B/L the nonnegotiable.—represents the goods, and sale of the goods coupled with the delivery of the B/L transfers possession of the goods.—*Long-Bell Lumber Co. v. Chicago, B. & Q. R. Co.* Kansas City Court of Appeals, Missouri. 167 S. W. 1183.

Sales for Future Delivery not Gambling.—That a customer giving orders to a member of a cotton exchange for the purchase and sale of cotton did not intend to deliver or accept deliveries of cotton sold or bought while the rules of the exchange contemplated actual deliveries did not render the transaction a gambling transaction.—*In re Trion Mfg. Co.* U. S. District Court, Georgia. 214 Fed. 161.

Filing of Rates with Interstate Commerce Commission.—A freight rate put in force by a carrier in accordance with the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) is conclusive on the carrier and shippers, and a contract for a lower rate is invalid; but, in the absence of the establishment of such a rate, the carrier and a shipper may make a valid contract fixing a rate on an interstate shipment.—*Mott Store Co. v. St. L. & S. F. R. Co.* St. Louis Court of Appeals, Missouri. 168 S. W. 322.

Lien of Premium Notes.—Laws 1912, c. 171, §18, providing that premium notes taken by mutual fire insurance companies and all assessments shall constitute a lien on the property insured, and on the land on which it is situated, upon the filing of a certificate with the clerk of the chancery court showing the facts, is not invalid because containing no direction as to what book the certificate shall be recorded in, for the lien commences upon the filing of the certificate of the clerk regardless of recordation.—*Huggins v. Home Mutual Fire Ins. Co.* Supreme Court of Mississippi. 65 South. 646.

Crop Liens.—H., having contracted with defendant and his brother to make a crop on their land for one-half of the crop, thus acquiring a first lien on the crop for the value of his half as provided by Code 1907, §4743, executed a mortgage thereon signed also by defendant, but not by his brother, to T. to secure advances, which mortgage was on record when defendant and his brother executed a mortgage on the same crop to a bank. When the crop was gathered, it was sold, and the proceeds paid to the bank in discharge of its lien. Held, that the mortgage of H. to T. constituted an assignment of a prior lien on the crop which was superior to the mortgage to the bank, so that T. was entitled to have the proceeds of the crop applied first to the payment of his debt.—*Courtney v. State.* Court of Appeals of Alabama. 65 South. 483.

Error of Telegraf Co.—A broker was carrying 10,000 bushels of July corn for the plaintiff on margins. By the negligent failure of the defendant promptly to deliver a telegram notifying plaintiff of a demand for additional margins, the transaction was closed out. In an action against the telegraph company to recover damages, the rule that it is the duty of an injured party to make reasonable exertions to help himself and thereby reduce his loss is applied, and held, that the measure of plaintiff's damages, if he sustained any, was necessarily the difference between the price at which the deal was closed out and the price at which he could have reinstated it within a reasonable time after notice; and, the fact being undisputed that the plaintiff, three days after notice that the deal was closed, neglected to avail himself of an opportunity to reinstate his deal when he could have bought corn at a lower price than at which it was sold out, he sustained no damages by the defendants' negligence.—*Maddux v. Western Union Tel. Co.* Supreme Court of Kansas. 141 Pac. 585.

Failure to Furnish Cars.—An action for damages resulting from the failure of the carrier to furnish cars for the shipment of freight within a reasonable time after the date agreed upon between the shipper and the station agent of the carrier is not prohibited by the act of Congress regulating interstate commerce (Act. Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]), and the amendment thereto of June 29, 1906 (Act June 29, 1906, c. 3591, 34 Stat. 554 [U. S. Comp. St. Supp. 1911, p. 1284]). [In this case the carrier was granted a new trial].—*C., R. I. & P. Ry. Co. v. Beaty.* Supreme Court of Oklahoma. 141 Pacific 442.

Unlawful Circulation of Trade Information.—The concerted and periodic circulation by ass'ns of retail lumber dealers among their members of confidential information as to wholesale lumber dealers in interstate trade selling directly to consumers, such members being called upon to supply information promptly, violates the prohibition of Anti-Trust Act July 2, 1890, against combinations in restraint of trade, where these reports were circulated with the intent of causing the retailers to withhold their patronage from the listed wholesalers.—*Eastern States Retail Lumber Dealers' Ass'n v. United States.*—Supreme Court of the United States. 34 S. Ct. 951.

Warranty of Wheat.—Where a seller of a car of wheat warranted grade and quality, but did not have a car of that grade and quality, but learned that a third person had a car in transit and bought the same from him under a like warranty to fill the contract, and the car was transported to the buyer, who found that the wheat did not come up to the grade and quality, the transactions were independent, and the buyer could recover from the seller for breach of warranty, and the seller could recover from the third person for breach of warranty, though both rights depended on the same facts.—*Ft. Worth Grain & Elevator Co. v. Walker Grain Co.* Court of Civil Appeals of Texas. 168 S. W. 470.

Shipper Allowed Attorney's Fee.—Due process of law is not denied, contrary to U. S. Const., 14th Amend., by the provisions of Texas Laws 1909, p. 93, for the allowance of a reasonable attorney's fee of not over \$20 to the successful plaintiff in a suit in which an attorney is actually employed upon a claim not exceeding \$200 against "any person or corporation doing business in this state, for personal services rendered, or for labor done, or for material furnished, or for overcharges on freight or express, or for any claim for lost or damaged freight, or for stock killed or injured by such person or corporation, its agents or employees," where such claim is not paid within thirty days after demand, and the recovery is for the full amount claimed.—*M. K. & T. Ry. Co. v. L. C. Cade.* Supreme Court of the United States. 34 Sup. Ct. Rep. 678.

Wrongful Delivery by Carrier.—Where the consignee of a shipment refused to accept it, whereupon the consignor surrendered the B/L to the carrier and ordered the return of the shipment, but the carrier thereafter delivered the goods to the consignee, as a result whereof they were lost to the consignor, the carrier was liable as for a conversion, since, under the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. Supp. 1911, p. 1307]) of the Interstate Commerce Act (Act. Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3169]), requiring carriers to issue a B/L, and making them liable to the lawful holder thereof for any loss or damage, the carrier delivers the goods to the named consignee without requiring the production of the B/L at its peril, the statute recognizing the lawful holder of the B/L as the person entitled to receive the shipment, while independent of that statute such delivery is at the carrier's peril if it has knowledge or reasonable cause to believe that the consignee has not the full beneficial interest in the goods.—*Coovert v. Spokane, P. & S. Ry. Co.* Supreme Court of Washington. 141 Pac. 324.

Sale F. O. B.—Where goods are sold under a written contract fixing a price "f. o. b. cars" at the place of shipment, without any right reserved for the buyer to designate thereafter the particular common carrier to whom delivery shall be made by the seller, the contract is complied with by a delivery "f. o. b. cars" of any one of several common carriers in the city from which it is agreed shipment shall be made, whether the cars are on a regularly used spur or side track of the carrier, or on the main line, or at the depot of the carrier, at the point of shipment.—*Farmers Cotton Oil Co. v. T. H. Brooke & Co.* Court of Appeals of Georgia. 82 S. E. 372.

Recovery against Carrier for Leakage in Transit.—In an action against a railroad to recover for an alleged shortage in a shipment of wheat delivered by it, on the ground that it did not weigh as much as the invoice weights shown in the B/L, an instruction that, if the cars on arrival contained the same number of bushels as shown by the Bs/L, the road would not be liable, was not objectionable as authorizing the jury to find for defendant railroad only if the cars contained the amount shown by the Bs/L, nor as taking from the jury the question whether the plaintiff's scales weighed short, and the determination of what the shortage actually was.—*Gulf, C. & S. F. Ry. Co. v. Justin Mill & Elevator Co.* Court of Civil Appeals of Texas. 168 S. W. 411.

Collection of Drafts B/L Attached.—Where a bank, which received and accepted drafts with Bs/L attached, indorsed in blank by the shipper, with the shipper's written instructions that they should be delivered to the S. Company upon payment of the drafts, in violation of the instructions and without authority permitted the Bs/L to be detached from the drafts and attached to different drafts drawn by the S. Company on a third party, thereby placing the apparent legal title to the shipment in the S. Company and enabling and causing its creditors to attach and sell the shipment as its property, it was liable as for conversion for the damages thereby occasioned the shipper.—*Collin County National Bank v. Turner.* Court of Civil Appeals of Texas. 167 S. W. 165.

Measure of Damages for Breach of Contract.—Where, in an action for breach of a seller's contract to sell and deliver his wheat crop at threshing time for 80 cents per bushel, the only evidence as to the market value of the wheat at threshing time was that it was then worth only 78 cents per bushel, plaintiff was only entitled to recover nominal damages. In an action for breach of a seller's contract to deliver wheat at threshing time at 80 cents per bushel, it was error to permit plaintiff to prove that on September 30th, several weeks after threshing time, and after the larger part of the wheat had been delivered under the contract, the market price was \$1 per bushel.—*Troendle v. Steger.* Court of Appeals of Kentucky. 166 S. W. 779.

Transaction on Margins and Recovery of Profit.—In May, 1909, the plaintiffs by telephone placed orders for 2,000 barrels of pork for September delivery with the defendant, who was carrying on the business prohibited by the statute. The order was accepted by the defendant, and margins of \$400 were called for and remitted. In July following the plaintiffs ordered a sale to be made; and thereupon the transaction was closed out at a profit upon the differences in the market price at the time of opening and closing the deal. No pork was, in fact, bought, sold, or delivered, and deliveries were not intended. The defendant reported a profit on the deal, and paid a part of it. In this action to recover the balance it is held: (1) That the transaction was a gambling transaction condemned by the statute; and (2) the plaintiffs and the defendant were mutually engaged as parties in the prohibited deal, and the court will not lend its aid for the recovery of gains or losses, but will leave the parties in the situation in which it finds them.—*Carey v. Meyers.* Supreme Court of Kansas. 141 Pac. 602.

Insurance Notes.

MANUFACTURERS of grain elevator and flour mill machinery as well as other machinery manufacturers are liable for injuries to users of their product when it can be proved that the injury to such party resulted from neglect in the making of the machine. Often in such cases the direct employer is not even made a party to the suit at all, especially when he is not unable to meet his portion of the obligation. A notable case of this nature was that of Cy Davidson v. Montgomery Ward & Co., in which the plaintiff secured a judgment of \$35,000 which was confirmed in the appellate court of Illinois. In the case of Joseph Curren v. Peter J. Bofferding, tried at Minneapolis, Minn., the manufacturers were made co-defendants. In this case a judgment for \$37,750 was given. Both of these which have occurred during the past two years were the result of neglect on the part of the factories to put the proper safeguard on their output.—J. C. Adderly, sec'y of the Millers Mutual Casualty Insurance Co.

Mail Contractor Profits by Grain Parcel Post.

A certain contractor has the mail star route between Holbrook and Snowflake, Ariz. Recently this representative of the government bought 10,000 lb. of barley at Mesa, Ariz., on the Arizona Eastern, and shipped it by parcel post via Holbrook to Snowflake. The barley cost him 95 cents per 100 lb. at Mesa. The postage on it from Mesa to Snowflake was \$1.08 per 100 lb. Therefore, laid down at Snowflake the barley cost him \$2.03 per 100 lb. For transporting the barley via parcel post from Holbrook to Snowflake the contractor received from Uncle Sam \$2.25 per 100 lb., or 22 cents per 100 lb. more than the cost of the barley plus the postage on it to Snowflake.

In other words, in effect Uncle Sam made this enterprising mail contractor a present of the barley and also of the transportation of it and, in addition, gave him 22 cents for accepting his Uncle's beneficence. His 10,000 lb. of barley laid down at Snowflake cost him just \$22 less than nothing. The person who furnished the foregoing information added,

"This fellow seems to have a good business head on him and no doubt will go into the business of retailing barley

at Snowflake quite heavily. He is said to be figuring also on shipping baled hay in 50-lb. packages by parcel post." The distance by rail, Mesa to Holbrook, is 340 miles; Holbrook to Snowflake, 30 miles. Which means that the contractor gets 22 cents per 100 lb. more than the cost of the barley, plus the postage on it, for hauling it 30 miles out of a total haul of 370 miles, the railway furnishing the other 340 miles of the transportation!

We concur in the opinion that "this fellow seems to have a good business head on him." But how about the heads of the statesmen and postoffice department officers who have made this extraordinary transaction possible? Meantime, government officers will continue to send out from Washington long lectures on the inefficient and wasteful way in which the railways of the United States are managed.—*Railway Age Gazette.*

THE GRAIN DEALERS JOURNAL is the only trade paper I subscribe for and I like it very well.—N. H. Reinhard, agt. Pears East Grain Co., New Carlisle, Ind.

DURUM WHEAT proved superior to fife and other varieties grown in North Dakota in experiments made by the Agricultural Experiment Station at Edgeley. The durum withstood rust and heat better than the other grains and yielded 21 bus. per acre; compared with an average of 14½ bus. for the other varieties.

ORGANIZED 1902

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LIVERNE, MINN.

For rates, etc., address

E. H. MORELAND, Secretary

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

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GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The SYKES Company Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

- Millers National Insurance Co., Chicago, Ill.
- Western Millers Mutual Fire Insurance Co., Kansas City, Mo.
- Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.
- Pennsylvania Millers Mutual Fire Ins. Co., Wilkes-Barre, Pa.
- Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.
- The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
- Texas Millers Mutual Fire Insurance Co., Ft. Worth, Texas.
- Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.
- Grain Dealers National Mutual Fire Ins. Co., Indianapolis, Ind.

Send information to the

MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

THE "Calceide" Fire Barrel

for its cost is a little wonder in a metal tank and pails containing a fire extinguishing fluid that will neither freeze or evaporate.



Recommended by Insurance Companies

Write for descriptive folder.

PRODUCE REFRIGERATING CO.
Minneapolis, Minn.

Mention this Journal

Patents Granted

Gasolene and Water Separator. No. 1,106,352. (See Cut.) Thomas Donald Adair, Boston, Mass. The separator consists of a body provided with an integral gasolene inlet. In the inlet is arranged a delivery pipe extending upward. The upper end of this pipe is capped over with a side portion of the pipe, but not entirely closed. A discharge opening is located in the top of the device.

Bag-Holder. No. 1,106,483. (See cut.) Chas. H. Woodward and Joseph W. Doane, Portland, Ore. This device consists of a standard upon which is adjusted a sliding head forced upward by a spring between it and a collar on the standard, a pair of legs pivotally attached to it, and a pair of arms pivotally attached to the legs and to a sliding member on the standard. At the ends of the arms are bag engaging members which are adjusted by means of a lever pivotally attached to one arm and the sliding member on the standard and set in a notch on the opposite arm.

Bean-sorting Machine. No. 1,105,890. (See cut.) Park L. Day, Frazee, Minn. This bean sorting machine is composed of a plurality of endless traveling aprons with upwardly inclined surface over which a bean distributing belt operates in a transverse direction. The beans are delivered to the distributing belt by means of a pocket at its receiving end, and are forced to the apron by means of deflector blades in staggered arrangement. The bad beans are carried up the apron and the good ones roll off into a receptacle at the lower end.

Automatic Weighing and Sacking Machine. No. 1,105,752. (See cut.) Clarence P. Brumby, East Point, Ga. A number of sack holders hold sacks containing the material weighed and sacked, the rotor which controls the discharge in the various sacks being automatically governed by the weight in the sacks. The rotor is mounted in a large frame and includes a positively driven shaft on which is keyed a central rotor section and on which are loosely fastened two terminal motor sections. The rotation of these rotor sections is reversed when the weight in the sacks has reached a predetermined point.

Grain Elevator. No. 1,106,632. (See cut.) Adolph B. De Moure, Piper City, Ill. The elevator consists of a frame upon which are spaced uprights and conveyor sections. The top of each upright is equipped with a pulley arranged on plates at the upper ends of the uprights. There are two conveyor sections which are supported by cables wound around a drum and trained over the pulleys. These are equipped with a conveyor apron trained over the shafts in the ends of the separate sections. The first section is adjustable and adapted to fold back over the second.

Bean Huller. No. 1,107,165. (See cut.) Charles A. Hooks, Oxford, Fla. In this machine the material to be hulled is conveyed from a separator to a neck member which consists of separable sections longitudinally aligned. These sections are provided with an inlet and outlet opening for the material undergoing treatment. Upon the bottom of the one is a transverse rib and on the bottom of the other a transverse bar. From these the material passes to an outlet chute attached by means of a flange to the rib in the one and by means of lugs to the bar in the other.

Grain Weigher and Measurer. No. 1,105,618. ((See cut.) Anton B. Christianson, Hendricks, Minn. The device consists of a receptacle, on which are guides diametrically opposite each other and body portions with flanged edges for engaging the guides. On the guides are scale plates which co-act with pointers on the body section so as to indicate the weight in the receptacle. The guides are fitted with longitudinal slots in which the bodies operate. The bodies have upper and lower perforations which connect with a bail and a pair of springs respectively, the springs being fastened to the lower part of the receptacle.

Green Peas, Bean and Cow-Pea Huller. No. 1,107,207. (See cut.) Robert P. Scott, Cadiz, Ohio. In this machine an outer separating drum provided with internal lifters receives the vines. On a concentric shaft in the drum is an inner drum which is equipped with beaters separated from the lifters of the outer drum by longitudinal clearances. The outer drum is engaged by friction travelers carrying sprockets for driving them and is operated simultaneously with the other drum and in the same direction by means of a driving chain which runs in connection with the various sprockets of the drums and shafts.

Machine for Hulling and Polishing Rice. No. 1,105,635. (See cut.) Evaristo Conrado Engelberg, Sao Paulo, Brazil. This machine is composed of a casing in which hulling rolls operate, a polishing chamber arranged beneath it and an air chamber connecting the two. The polishing chamber has a roughened interior surface also one side formed into a sieve in connection with which brushes work. A blower forces a current of air thru the sieve and out into the casing surrounding it. A hopper is connected with the sieve side of the polishing chamber and adapted to discharge the grain thru an upwardly directed pipe.

Grain-Car Door. No. 1,106,395. (See cut.) Angus G. McCormack, Port Arthur, Ont., Can. The door, which is made in sections each having runners at its ends, is fastened to guideways adjusted on the door posts. These guideways, like the door, are built in sections, the front opening of each increasing in width in each successive section. There is a groove in the inner wide portion of the guideway which forms the base of the guideway and another grooved portion formed at each side of the vertical opening. The runners attached to the door section operate in these grooves in such a manner as to free one of their ends when raised, thus allowing the door section to swing toward the roof of the car.

A New Caddy Call

A novel installation of the Chau-phon, the Western Electric Company's limousine telephone, was made recently at the Los



A New Caddy Call.

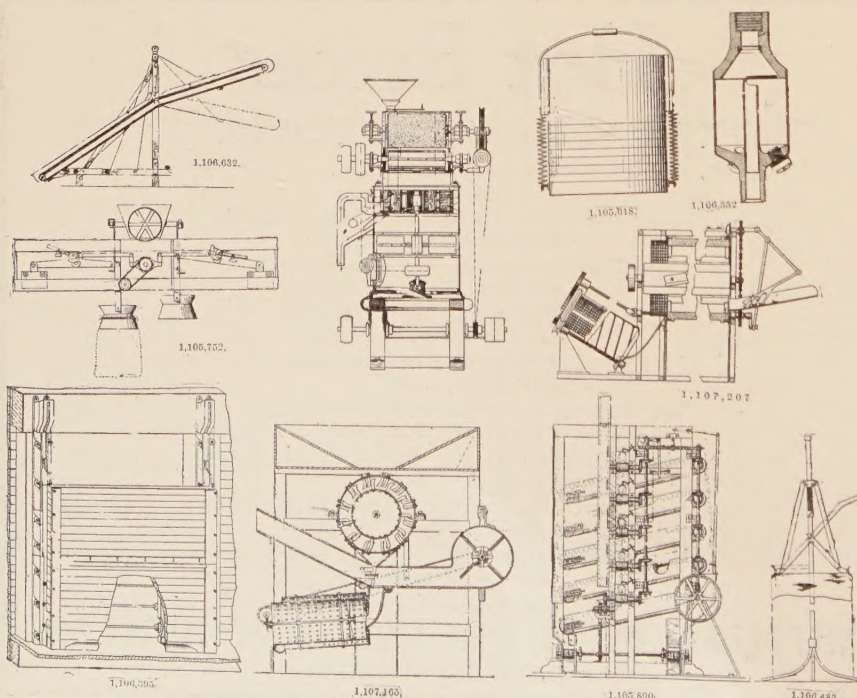
Angeles Country Club, Beverly Hills, California. It has been the custom of that club's golf professional to call his caddies by megaphone when he wanted them to go out with the players. Very often, especially when the wind was in the wrong direction, the old Scotchman had great difficulty in making his voice carry from the first tee to the caddy house several rods away. Sometimes it was necessary for him to make the trip over to the house after the boys.

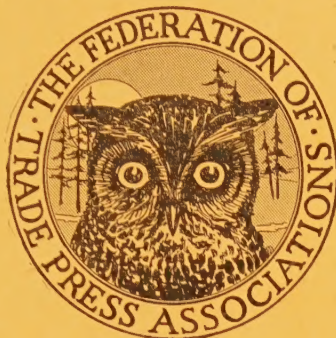
One day a club member wanted a caddy in a hurry. He had allowed himself just so much time to go over the 18-hole course and didn't want any delays. The professional yelled for a caddy, but couldn't get any response from the caddy house. "Better have a megaphone telephone put up," said the irate golfer, "then we won't have all this delay."

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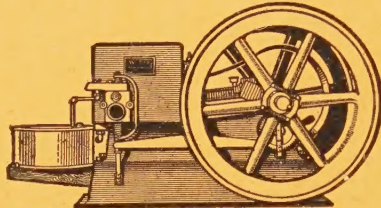


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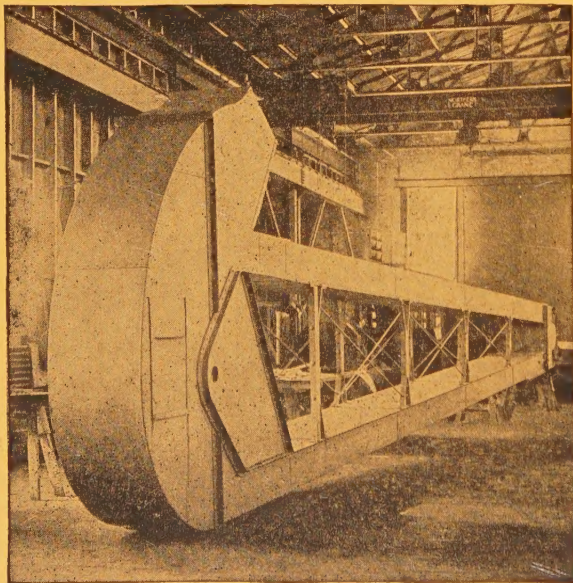
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